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August 31, 1989 Issue 552 £1

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BOVA FUTURA FHD 12.290 INTEGRAL 12M, 53/55 recliners, centre continental door – IMMEDIATE DELIVERY

1984 EUROPA III Integral 12M, 45 Futura seats, blue/grey moquette, (42 recliners + 3 fixed), power door, courier seat, curtains, centre sunken toilet, rear servery, drinks machine, gangway carpet, continental door, wired T.V. + video, Webasto heating, blue/white.

1984 CALYPSO Integral 12M, 53 str., Autumn tint moquette, power door, curtains, cream/brown/orange.

1983 EUROPA II Integral 12M, 46 recliners, red moquette, power door, curtains, toilet, courier seat, fridge, Telma retarder, red/white/blue.

1981 (AUGUST) EUROPA INTEGRAL 12M, 49 recliners, Brown stripe moquette, n/s rear sunken toilet, continental door, fridge, white + blue/ red reliefs.

VOLVO

NEW - 2 ONLY

VOLVO B10M GL (MK III) VAN HOOL ALIZEE-H, 49/53 or 51/55 recliners, centre demountable toilet etc. AVAILABLE NOW

1988 B10M GLE JONCKHEERE JUBILEE P599 12M, 49 recliners, Grey/red moquette, centre sunken toilet, double glazing, driver's berth, drinks machine, fridge, wiring T.V. + video, courier seat, Telma retarder, power entrance door, White + blue/ orange reliefs.

1985 (SEPTEMBER) B10M GLT PLAXTON PARAMOUNT 3500 12M, 49 recliners, Brown moquette, rear o/s toilet with continental door, double glazing, driver's berth, Webasto heating air-conditioning, Telma retarder, courier seat, power entrance door, wiring T.V. + video, drinks machine, curtains, Tempo 100 equipment, splitter gearbox, cream + orange/brown reliefs.

1983 (AUGUST) B10M BERKHOF ESPRITE 12M, 49 recliners. Brown/ orange/green moquette, power door, courier seat, Telma retarder, fan, toilet, berth, blinds, continental door, cream/ brown/orange.

1983 B10M BERKHOF EVEREST 12M, 49 recliners, Autumn tint moquette, power door, courier seat, rear toilet, drinks machine, berth, T.V. + video, Webasto, Telma retarder, splitter gearbox, yellow/blue/orange.

DAF

1986 DKFL JONCKHEERE JUBILEE P50 12M, 51/53 recliners, rear sunken o/s demountable toilet, continental door, sleeping berth, courier seat, coffee machine, double glazing, side window blinds, power entrance door, wired T.V. + video, white with blue reliefs.

1986 DKFL DUPLE 340 12M, 53 recliners, Grey/orange moquette, power door, curtains, gangway carpet, rear toilet, tinted glass, red/ white.

1984 SB2300 DHS JONCKHEERE JUBILEE P50 12M, 49 recliners, Red/grey moquette, toilet at o/s rear, continental door, berth, tinted glass, power door, T.V. + video, drinks machine, twin fuel tanks, cream/ orange.

LEYLAND

1986 TIGER 245 DUPLE CARIBBEAN II 12M, 49/51 recliners, Grey/orange moquette, power door, courier seat, curtains, sunken demountable toilet, continental door, tinted glass, ZF gearbox, white/red/black.

1982 TIGER 218 PLAXTON VIEWMASTER 12M, 49 recliners, Brown moquette, toilet at rear with continental door, driver's berth, Telma retarder, drinks machine, wiring T.V. + video, courier seat, curtains, power entrance door, semi-automatic gearbox, white + blue/red reliefs.

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77 RECLINING SEATS

BEDFORD

1977 Bedford YLQ Plaxton Supreme, 45 seats, autumn tint moq, livery white.
1976 Bedford PJK Duple Dominant, 29 seats, new MoT Dec '89.
1974 Bedford YRT Duple Dom, 53-seater, p/door, red moq, livery white.

AEC BRISTOL

1979 AEC 760, 12 metre Plaxton 49 reclining seats, autumn tint moquette, Bristol dome, side lockers. Livery cream. Choice of 2.
1978 AEC 760, 12 metre, Plaxton, 49 reclining seats, autumn tint moquette, Bristol dome, side lockers. Livery cream. Choice of 2.
1975 AEC 760, 12 metre, Plaxton, 53 seats, 6 speed ZF, autumn tint moquette, Bristol dome, side lockers. Livery grey/red. MoT June 1990.
1974 Bristol LHL, 11 metre Duple, 53 seats, autumn tint moquette. Livery white/black.

MINIBUSES

1986 (D) Op SOLD uette seats, power door, o casette.

1988 (E) Ford Iveco Reeve Burgess Beaver, 21 moquette seats, boot, power door, radio, excellent condition.

DAF

1988 DAF SBR3000 Plaxton 4000 four star, 74 recliners, toilet, TV, etc. 147,000K from new.

VOLVO

1982 Volvo B10M Gold SOLD 49-53 seats (demounta door, tinted windows, door, Telma retarder, ra y clean. Vehicle MoT [illegible] 1989.

FORD

1980 Ford R1114 Duple Dominant Express, 53 seats, red moquette, white/blue.
1979 Ford R1114 Duple Dominant Express 53 seats, (re-moquetted grey/blue), livery blue, MoT Sept 89.

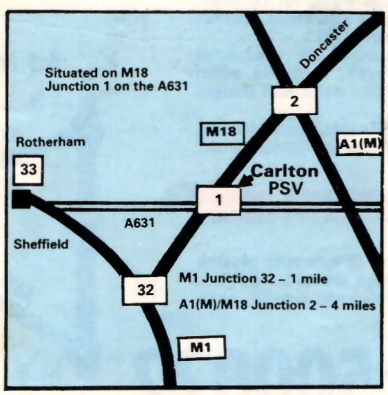
LEYLAND

1981 Leyland Leopard Duple Dominant, 53 seats, red moquette, livery white, new MoT.
1981 Leyland Leopard, 11 metre, Plaxton Supreme Express, 53 moquetted seats, ZF 6 speed, MoT July 1990.
1981 Leyland Leopard, 12 metre Plaxton Supreme IV, 49 Chapman reclining seats, ZF 6 speed manual gearbox, Bristol dome, destination gear. Livery white, autumn tint moquette.
1980 Leyland Leopard, 11 metre, Plaxton Supreme Express, 53 remoquetted seats, ZF 6 sp.
1979 Leyland, 12 metre Dominant, 49 seats, MoT Feb 1990.
1976 Leyland Plaxton Express, 49 seats, choice of 2.
1974 Leyland Leopard, 11 metre Duple Dominant 49 E type seats, semi-auto gearbox, side lockers, autumn tint, livery white.

NEOPLAN

1982/3/4 Neoplan Skyliners, 71/72/75 seats, toilet, drinks machine, fridge, radio, PA, Mercedes V10 Engine, 6-speed ZF manual gearbox, some remoquetted and refurbished.

CARLTON



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DAF

1985 (B) DF SB3200 Van Rooijen Odyssey, 49 seats, integral side lockers, power door, ducted heating, wheel discs, radio/pa/cassette, interior red/grey, exterior white, new MOT.

1983 (Y) DAF SB200 Jonckheere Bermuda, 47/51 reclining seats, ducted heating, integral side lockers, power door, wheel discs, toilet, curtains and seat covers, radio/pa/cassette, interior green stripe, exterior white, MoT February 1990.

1983 DAF MB Van Hool Alizee H, 51 reclining seats plus courier, ducted heating, underfloor lockers, power door, box and wiring for 2 tv's, centre sunken toilet, fridge, drinks machine, driver's bunk, interior brown stripe, exterior white, MoT April 1990.

1983 (Y) DAF MB Plaxton Paramount 3200, 46 reclining seats, 2 side lockers, ducted heating, power door, rear sunken toilet, tv box and wiring for saloon, radio/pa/cassette, interior brown stripe, exterior white, MoT new.

1980 (V) DAF DKTL Plaxton Supreme IV, 53 fixed seats, 3 heaters, power door, 2 side lockers, wheel discs, radio/pa/cassette, interior red, exterior white, MoT.

1980 (W) DAF DKTL Duple Dominant IV 50 reclining seats, 4 heaters, power doo **SOLD** curtains, radio/pa/cassette, interior bro exterior white with blue stripes, MoT December 1989.

FORD

1980 (V) Ford R1114 F **SOLD** **IV,** 53 seats, boot, 3 heaters, radio/pa/cas , exterior red/white/blue, MoT, choice of 3.

1980 (V) Ford R1114 D **SOLD** 53 seats plus courier, Telma, curta , exterior blue/white, MOT new.

1980 (V) Ford R1114 **SOLD** **IV,** express power door, jake brake, sid , MoT March 1990.

1976 (P) Ford R1114 Duple Dominant I, 49 seats, express power door, 3 heaters, interior yellow/brown, exterior red/white, MoT.

1975 (N) Ford R1114 D **SOLD** 53 seats, power door, Bristol dome, 3 hea ssette, interior red/black, exterior white/ August 1989.

SCANIA

1987 (D) Scania K112 CRB Van Hool Alizee H, 49 reclining seats, power door, Telma, crew seat, side lockers, toilet, sink, fridge, blue curtains, radio/pa/cassette, interior blue/red/cream stripe, exterior silver grey, MoT May 1990.

VOLVO

1983 Volvo B10M Berkhof Esprite, 49 reclining seats plus courier, power door, ducted heating, Telma, under floor lockers, radio/pa/cassette, box and wiring for tv, drinks machine, fridge, interior grey/red/orange stripe, exterior white/blue and green, MoT November 1989.

1981 (X) Volvo B58 Plaxton Supreme IV, 53 remoquetted seats, power door, Telma, side locker, 3 heaters, wheel discs, interior brown chevron, exterior white, MoT December 1989.

1981 (W) Volvo B58 Unicar 11M, 53 seats, ducted heating, side locker, interior grey, exterior white/orange/red/maroon, MoT April 1990.

NEOPLAN

1986 Skyliner MkII Gardner engine, ZF automatic gearbox. 77 reclining seats, water boiler, fridge, drivers bunk, TV and video, MoT Feb '90. Interior red moquette, exterior, white, blue and orange.

N·E·W

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AEC

1979 (T) AEC 760 Plaxton Supreme IV, 49 seats, power door, side locker, heater, interior brown/beige stripe, exterior white, MoT March 1990.

1978 (S) AEC Reliance 760 Duple Dominant II, 53 seats, power door, side lockers, semi auto gb, interior autumn tint, exterior white, MoT May 1990.

BEDFORD

1985 (B) YNT Duple Laser, 53 seats, ZF 6 speed gearbox, heated windscreen, side locker, power door, interior blue/grey stripe, exterior white/orange/yellow stripe, MoT April 1990..

1977 (R) Bedford YMT Plaxton Supreme, 53 seats, 3 heaters, radio/pa/cassette, interior red stripe, exterior white/orange/blue, MoT.

1973 (M) Bedford YRQ Willowbrook Service Bus, power door, luggage racks, interior beige, exterior cream/red, MoT November 1989.

DOUBLE DECK BUSES

1976/77 Daimler Fleetline, Park Royal and MCW bodywork, 76 seats, Gardner LXB engine, auto steering, single entrances painted all white, going through MoT, large selection.

1973 (M) Daimler Fleetline Park Royal, 75 seats, interior maroon PVC, exterior blue/yellow, MoT January 1990.

1973 (L) Atlantean 680 Northern Counties, 74 seats, interior maroon PVC, exterior blue/yellow, MoT February 1990.

1972 (L) Atlantean Park Royal, 75 seats, interior brown, exterior blue/yellow, MoT September 1989.

LEYLAND

1986 Leyland Tiger 260 Duple 340SLX, auto transmission, Eberspacher heatin **SOLD** continental door, demountable rear off- radio/pa/cassette, 49r seats + courier, ext white, MoT 25.05.90.

1985 Leyland Tiger Duple Laser II, hydracyclic fully auto gb, power door, power steering, Webasto, radio/pa, curtains, int blue stripe, ext white, 53 seats, MoT 08.06.90, choice of four.

1985 Leyland Tiger Duple Laser II, power door, ducted heating, side locker, radio/pa/cassette, 51 E-type seats, int beige/red, ext white, MoT 08.11.89.

1984 Leyland Tiger 245 Plaxton Paramount 3500, side lockers, ext white, MoT 24.03.90.

1984 Leyland Tiger 245 Plaxton Paramount 3200 EXP, semi-auto gb, side lockers, toilet, Webasto, 49r, int brown stripe, ext white, MoT 29.01.90.

1984 Leyland Royal Tiger Plaxton Paramount 3500, power door, integral side lockers, ducted heating, drinks machine, toilet, tv/video, radio/pa/cassette, 49r seats, int brown stripe, ext white, MoT 13.02.90. Choice of 2.

1984 Leyland Tiger 245F Berkhof Esprite, underfloor lockers, plug power door, ducted heating, toilet, drinks machine, box for tv, radio/pa/cassette, 49r seats, int brown stripe, ext white, MoT 25.06.90.

1983 Leyland Tiger 245 Plaxton Paramount 3500, power door, side lockers, wheel discs, heated mirror, toilet, tv/video, radio/pa/cassette, 49r seats and courier, int brown stripe, ext white, MoT 28.07.90.

1982 Leyland Leopard ECW EXP, semi-auto gb, destination gear, driver's partition, int autumn tint, ext white, 49 seats, MoT 05.05.90.

1982 Leyland Tiger 218 Plaxton Supreme V Ex, 3 heaters, power door, side locker, radio/pa/cassette, 53 seats, int autumn tint, ext white, MoT 30.10.89.

1982 Leyland Leopard Duple Dominant IV, ZF gearbox power door, SBG dome, 4 heaters, radio/pa/cassette, 53 reclining seats, int blue/grey, ext white/blue, MoT 08.89.

1981 Leyland Leopard Duple Dominant II, ZF gb, power door, Telma, side locker, Bristol dome, 3 heaters, radio/pa/cassette, int red/orange, ext white, 53 seats, MoT 18.01.90, choice of two.

1981 Leyland Leopard Plaxton Sup IV, semi-auto gb, manual route gear, power door, Bristol dome, heated windscreen, 53r seats, int yellow/black, ext white, MoT 01.06.90

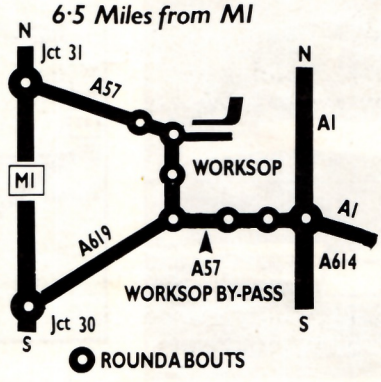
1981 Leyland Leopard Plaxton Supreme IV EXP, semi-auto 2 speed gb, heated windscreen, 48r seats, Bristol dome, driver's cab, int autumn tint, ext cream/orange, MoT 25.11.89. choice of 3.

1980 Leyland Leopard Duple Dominant II, semi-auto gb, side lockers, power door, Webasto, Bristol dome, 50 Chapman r seats, int retrim brown/red stripe, ext white, MoT 10.11.89.

1979 Leyland Leopard Duple Dominant II, power door, 4 heaters, radio/pa/cassette, 57 seats, int red/orange, ext white/blue, MoT 01.90.

1978 Leyland Leopard Duple Dominant I, power door, Telma, Bristol dome, Webasto heaters, side locker, 49 seats, int blue stripe, ext white, MoT 12.01.90.

1972 Leyland Leopard Plaxton Elite, power door, autolube, side locker, 2 heaters, radio/pa/cassette, 40 fixed seats, int autumn tint, ext red/cream, MoT 23.11.89.



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CONTENTS

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EDITORIAL
Editor – **Alan Millar;**
assistant editor – **Trevor Gelken**
staff writer – **Rod Davey, MCIT**
tourism – **Stuart Bowden.**

ADVERTISING
Advertisement sales manager – **Jan Pepper;**
national accounts manager – **Nicky Davies;**
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classified sales executives –
Debbie Strickson, Sue Jones, Paul Murtagh, Vicki Canwell;
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FEATURES

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Licensing and Legal
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The MAN 10.180 on test — page 30.

BCC hits out over proposed tough laws

GOVERNMENT proposals to come down hard on overloading of buses and coaches and to introduce new measures extending prohibition powers to the police (*Coachmart* August 24) will not come in for close examination by the Bus and Coach Council until next month.

But already there are indications that members would not be happy to see decisions affecting their businesses falling into other than expert hands.

One salient point relating to the proposed new powers for the police was the inability to define the word unsafe, an expert spokesman said. That calls for the judgement of a specialist.

Moreover, he said, the weighing of coaches was a very complicated and flawed affair.

'There has to be a difference between a car and a coach.'

He pointed out that anyone with scientific training was taught dimension analysis and, just as with a ship, it applied to a coach. Many factors had to be taken into consideration in judging the effect of scale.

Big vehicles were extremely stable and steady and, day or night, the driver could see far ahead. 'When he sees an accident is going to happen he can make arrangements not to join in it.'

And, the coach driver knows which lane to be in to make most progress at any particular time and on any day of the week. None of this was taken into account by 'instant legislation'.

He referred to new proposals on mandatory seatbelts for all seats in coaches and minibuses (*Coachmart*, August 3) and recalled talks with Civil Aviation Authority technical staff of seating design and purchase which had revealed that their needs were totally different and worlds apart.

In coaching, they were looking at an accident that could occur without any warning for passengers. In the air, that happened only if an aircraft hit a mountain.

He felt that too many legislators took decisions 'before they have rolled up their umbrellas.'

The new proposals are contained in the Government White Paper 'The Road User and the Law'. The industry's comments on them have been invited by the Department of Transport.

If the proposals become law they will extend vehicle prohibition powers to authorised police officers, together with authority for weighing and prohibition of overloaded buses and coaches.

Two for court

SIR Gordon Borrie, Director General of Fair Trading, is to take proceedings in the Restrictive Practices Court in respect of an agreement between Midland Fox and G K Kinch concerning the fixing of fares and re-routing of certain of their services in Leicestershire.

The agreement was made on May 17 1988. Details were not supplied to the Director General within the time limits set out in the Restrictive Trade Practices Act 1976, and the agreement was therefore unlawful. It was brought to an end on January 10 1989.

Commenting on the case, Sir Gordon said: 'I shall take action in the court against any operators who make a covert, and therefore unlawful, agreement.'

Stagecoach surprise

STAGECOACH has further surprised the industry by acquiring Southdown Motor Services from the four-man management team which has owned it for the past two years.

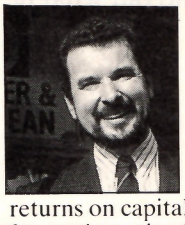
Southdown, the third ex-National Bus Company subsidiary in four months to be bought by Stagecoach, had been expected to be bought by AJS Holdings of Harrogate. It is the first Stagecoach acquisition since the sale of its Scottish scheduled coach business to National Express (*Coachmart* August 10).

The deal adds 250 buses, coaches and minibuses to Stagecoach's fleet of over 2,000 vehicles, adds 800 employees to a workforce of around 5,000 and depots in Eastbourne, Worthing, Chichester and Portsmouth. Southdown's head office is in Lewes.

No price has been disclosed for the deal, but it has been reported to be between £7 million and £10 million.

The management team of managing director Philip Ayers, commercial director Roland Higgins, engineering director Michael Gooch and financial director David Charlton paid £2 million for Southdown in October 1987.

It pulled out of most of its coaching activities at the end of last year, citing inadequate returns on capital as the reason for not investing in new coaches, but retained around 20 to meet National Express contractual commitments.



Philip Ayers: 'In the best interests of the company.'

But 12 new Volvo D10M double-deckers bought this year had their Northern Counties bodies fitted out to coach standard to provide longer distance passengers with better comfort and to satisfy private hire customers' expectations.

Commenting on the decision to sell, Ayers said: 'I believe the sale to have been in the best interests of the company.

'Stagecoach Holdings is fast building up a reputation for good service and a strong commitment to the business.

'Becoming part of that group will enable the company to continue serving the people of Sussex and Hampshire and improve the security of employment for our staff.'

Stagecoach so far

October 1980 Began trading with Dundee–London express coaches and built up to operate express and local bus services centred on Perth headquarters.
October 1986 Magicbus subsidiary starts Glasgow-area local services.
April 1987 Hampshire Bus and Pilgrim Coaches bought from NBC.
July 1987 Cumberland Motor Services bought from NBC.
September 1987 United Counties bought from NBC – not allowed to buy any more NBC companies in sell-off.
October 1987 Cotters Coachline scheduled coach service bought. Southampton area Hampshire Bus operations sold to Southern Vectis for £1 million; Southampton property already sold for around £4 million.
January 1989 £5 million capital injection by bankers Noble Grossart to fund acquisition plans.
April 1989 East Midland and Ribble (ex-NBC) bought from management teams.
April 1989 Ribble buys Barrow Borough buses and property for £1 million.
June 1989 East Midland sells Frontrunner South East to Ensign Bus for £1 million.
August 1989 Scottish coach business sold to National Express. Southdown bought from management team.

NEXT WEEK

Operator Profile features Eddie Brown Tours.

NEWS

Keep up to date with what's happening in coaching.

ON TARGET

Marksman puts the world to rights in another hard-hitting feature.

VL orders bonanza

More of the same: Some of Wallace Arnold's 1989 delivery of coaches.

ORDERS for 131 1990 season coaches and 95 buses have been placed with VL Bus and Coach, the UK marketing company for Volvo and Leyland vehicles.

Two major fleet operators, Wallace Arnold and Park's of Hamilton, top the list of orders revealed by VL product marketing director Bill Russell last week. The orders also include some of the first Leyland bus orders to be placed since VL was formed in January.

Wallace Arnold's order calls for 52 Volvo B10M GLs with ZF S6-90 gearboxes, THD102KA intercooled engines and Plaxton 3500 bodies.

Fourteen will go to Wallace Arnold's Devon fleet, the other 38 to the main fleet in Leeds.

Ten of the Leeds coaches will have low driving positions, factory-fitted 180amp alterators and Sutrak air conditioning.

Park's order is for 50 B10M GLs with THD101GD engines and ZF gearboxes and four B9Ms. All will have Plaxton 3500 bodies.

Harry Shaw of Coventry has ordered six B10Ms and four three-axle M10MTs and Drawlane has ordered 15 B10Ms with ZF automatic gearboxes for London and Country's Green Line fleet.

Drawlane has also placed a group order for 10 D10M Citybus double-deckers and six Leyland Lynx single-deckers which will be allocated to operating companies.

Cardiff and Maidstone municipal companies have placed repeat orders for Lynxes – for 11 and 12 vehicles respectively.

And for London Regional Transport contracts, London United is taking six Lynxes and 23 Leyland-bodied Olympian double-deckers, while London General is taking 27 D10M Citybuses with Northern Counties bodies.

D10M Citybuses are likely to be among the first B10M family vehicles to be built at Leyland's Workington plant from next year. Volvo says that all fully-automatic B10Ms are likely to be built at Workington, to simplify production, but manual right- and left-hand-drive B10Ms will also be built there.

In the longer term, VL is aiming to offer Volvo engine options in Leyland products, but it insists that Cummins and Gardner engines will remain available.

Midland extends fleet

A SURPRISING 11 new contracts for schools has meant that Midland Red South has had to look rapidly to extending its fleet.

Managing director Norrie Thomas said at the Cheltenham headquarters this week that their success in the awarding of contracts had shown a need for an increased fleet. They were at present engaged in discussions to acquire vehicles to ensure that there were no hiccups.

And the company will be offering work to some of the staff of Tanners International of Sibford Gower, Oxfordshire, which is withdrawing from local bus operations on September 4 to concentrate on plans for its touring fleet.

Thomas said that, had there been just a handful of new contracts, things would have gone on as normal. But now it had to look for the provision of more vehicles and, at the same time, had taken over non-school tendered work previously carried out by Tanners for Warwickshire and Oxfordshire County Councils.

Until now, he added, there had been three years of head-on competition on Banbury's town services which had now ended. An increase of Midland Red fares had brought no obvious effect on its share of the market in the town, despite a recent history of fare reductions.

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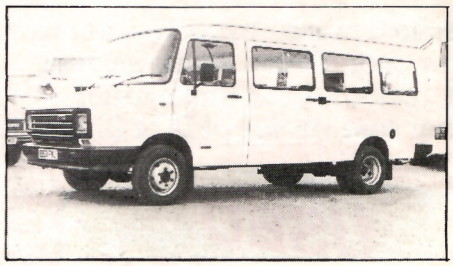

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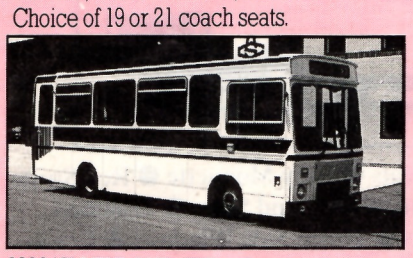
1981 'X' MERC 508D – Reeve Burgess, 21 seats, Bristol Dome, side lockers, parcel racks, boot



1986 'C' LEYLAND CUB – Optare, 33 seats and 8 standee, automatic g/box, destination blind.

1979 'V' BEDFORD PJK – Duple Dominant. 29 coach seats.

1985 'B' FIAT 6010 – Caetano Beja. 18 seats, power door, curtains, parcel rack.

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Wilf Lewis, W. Mids, Staffs	(0789) 66742
Paul Brock, S. Wales/S. West	(06333) 67176
Alistair Wilson, London, S.East	(0378) 74745
	(car) (0860) 743272

John Walker, Showroom Sales Executive

New network for coach repairs

VOLVO and Leyland customers are being promised a network of 17 service and repair centres by the end of next year.

At a series of customer and dealer presentations last week, VL Bus and Coach general service manager Peter Hilton unveiled plans for what the company calls its support network which will back up the sales effort of the six dealers which sell its products.

At the heart of the network will be the four Leyland Bus service centres at Bristol, Chorley, Glasgow and Nottingham.

They are being termed support centres and, from January next year, they will be able to handle a wide range of chassis and body repair work. They are manned by fully trained technicians and will carry high levels of parts stocks.

Hilton revealed that there are longer term plans to add another two support centres, at least one of them in the London area.

Ten support dealers, most of them Volvo truck dealers, will also be operating from January, with negotiations proceeding over the appointment of another seven.

They will have defined workshop areas for Volvo and Leyland buses and coaches, trained staff and special tools. Parts stocks will be maintained to meet the needs of operators in their areas.

'Over the past six months, we have made an exhaustive survey of dealers in the UK,' said Hilton. 'We looked at motorway and tourist routes which carry the main coach traffic and looked into the location of every bus and coach in the UK.

'We have chosen dealers which wanted to be involved, enthusiastically, in the bus and coach business.

'A large part of our success with the B10M has been good support. Now we must prove to bus operators that a good local dealer can meet their needs,' he said. 'But that won't prevent the operator from dealing with VL direct.'

The 10 support dealers confirmed for January are: Arlington Motors at Enfield (the only VL distributor in the network); Forbes of Aberdeen; Eurotruck of Broxburn, West Lothian; Carlisle Commercials; Thomas Hardie Commercials of Queensferry; Saltash Trucks of Plymouth; Princes Commercials of Southampton; Heathrow Commercials of Feltham and Crossroads Commercials of Cleckheaton.

The seven under negotiation for integration in the support network next year are: Ailsa Trucks of Barrhead; John R Billows of Kettering; Dawsonfreight Commercials of Leighton Buzzard; Maidstone Commercials of Aylesford; Duffields of Norwich, at Cambridge; Hartshorne Motor Services of Shrewsbury; and Manchester Truck and Bus, of Kearsley, Stockport.

The support network comes into operation at the same time as Volvo's £20 million parts distribution warehouse at Lutterworth, near the M1/M6 intersection in Leicestershire.

Initially, it will take over Leyland Bus UK and export parts distribution from Leyland DAF, but will later take over UK parts distribution for Volvo buses and coaches.

LHE on top

Robbie Hood says his new company LHE has got off to a flying start – following the sale of his remaining interest in Robin Hood Vehicles Builders, now known as Pheonix international Coachbuilders.

Established during the last three months, LHE has built several conversions based mainly on Renault, Iveco, Nissan and Mercedes vans – with repeat orders now coming in. According to Hood: 'A very experienced workforce are producing quality products quickly which is a recipe for success.' He added: 'High quality and keeping to delivery dates is fundamental to the LHE strategy.'

Alan Lowden, chairman and MD, is directing the company's strategy. Mike Eatough, who was a former corporate banking manager, is responsible for commercial matters and the financial side of the company. Eric Tribe is sales manager.

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1988 (F NOV) DENNIS JAVELIN. 49/51 reclining seats, with arm rests and courier seats. Sunken rear toilet with continental door, Blaupunkt radio/tape/PA, TV/video, blinds, curtains, carpets, choice of 2. Grey/red interior or brown interior. **£69,500 + VAT**

1988 LEYLAND DOYEN. 53 reclining seats, power door, radio/PA/cassette, courier seat, full draw curtains, double glazed, retarder, Eberspacher auxiliary heater, continental door, only 66,000 km, MoT to March 1990, still under manufacturer's warranty. **£74,500 + VAT**

1987 JONCKHEERE JUBILEE P50 DAF MB230, 48 reclining seats, rear sunken toilet, driver's sleeper, coffee machine, TV/video, Telma, double glazing, MoT to April 1990. **£78,500 + VAT**

1986 ROYAL TIGER PLAXTON PARAMOUNT 3500. 48 reclining seats, radio/PA/cassette system, retarder, centre sunken demountable toilet, TV/video, Webasto, courier seat, double glazing, coffee machine, MOT to November 1989. **£65,000 + VAT**

1986 BEDFORD YMT DUPLE LASER, 53 seats, radio/PA/cassette, power door, MoT to December 1989. **£45,000 + VAT**

1985 JONCKHEERE JUBILEE P50 LEYLAND TIGER 245, 48 reclining seats, power door, radio/PA/cassette, TV/video, hot and cold drinks machine, Telma retarder, double glazing, rear sunken toilet, MoT to March 1990. **£59,500 plus VAT**

1985 VOLVO B10M LAG GALAXY, 49 reclining seats, centre toilet, driver's bunk, TV, provision for video, Telma, coffee machine, MoT to April 1990. **£65,000 + VAT**

1984 DAF SB2300 DH PLAXTON PARAMOUNT 3500, 47/51 recliners, centre sunken demountable toilet, continental door, Eberspacher heater, courier seat, Telma retarder, power door, MoT to March 1990. **£55,000 + VAT**

1979 BEDFORD YMT DUPLE DOMINANT II, 53 seats, radio/pa, power door, MoT to March 1990. **£11,500 + VAT**

Trades Description Act: In this list we quote the year of registration and not necessarily the year of manufacture.

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FERRY GUIDE

For the first time we include a summer update to our regular January Ferry Special - with the aim, where possible, of providing readers with details of changes to schedules, prices and routes for next year.

Several noteworthy changes have - or are about to - come into effect at the time of writing.

A completely new ferry service has been started between Caithness and South Ronaldsay in Orkney. Cutting more than half the time from P & O Scottish Ferries' existing service between the Scottish mainland and the Orkneys, Orkney Ferries plans to run up to 16 sailings a day at times of peak demand.

A new vessel, the 'Varagen', has been built to operate the shorter crossing.

New ships are very much the order of the day on other routes.

Olau Line's new 'superferry', the second Olau Hollandia, enters service on October 3. Launched at Bremerhaven in February, the vessel provides even more comfortable surroundings for passengers on the Sheerness to Vlissingen route.

At 35,000 tonnes, the new ship is easily the largest on cross channel services. Luxury 'cruise-ship' features include a cinema, saunas, solarium and indoor swimming pool.

The second new Olau ship, the 'Britannia', is due to enter service next May. The existing craft will be transferred to sister company TT Line's Baltic routes.

Brittany Ferries' new vessel, the MV Bretagne, has begun plying the Plymouth Santander route. Its 23,000 tonnes effectively double capacity on the service, according to the operator.

British Channel Island Ferries has introduced the MV Rozel on its overnight crossings between Poole, Guernsey and Jersey.

Fred. Olsen Lines, which has moved its departures completely from Harwich to Newcastle, has a new ship, the Bayard, coming into service next June.

On the short sea routes, Sealink has announced that two new 'superferries' are to join its Dover-Calais service. They are currently being converted from recently acquired cargo only vessels, and will provide P & O's 'Pride of Dover' and 'Pride of Calais' with serious rivalry at last.

Who sails where

B & I LINE

Passenger Office, Reliance House, Water Street, Liverpool L2 8TP. Tel: 051-227 3131.

Routes and frequencies:

Holyhead – Dublin:
Twice daily all year

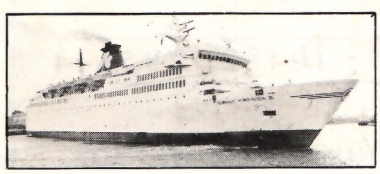
Pembroke – Rosslare:
Twice daily in peak season

Rates:
60-hour excursion, coach plus 30 adults: £420, £450, £720.
5-day excursion, coach plus 30 adults: £570, £600, £720
Unrestricted return, coach plus 30 adults: £600, £660, £960

Reservations:
Tel: 051-227 3131 or 01-734 4681/7512

BELFAST FERRIES

Langton Dock, Bootle, Merseyside L20 1BY. Tel: 051-922 6234



Routes and frequencies:

Liverpool – Belfast:
Daily at 11am.

Belfast – Liverpool:
Daily at 10pm.

Crossing time approx 8¾ hours.

Rates:
(Adult fares) Low season £33 return, medium season £34.40, peak £36. Children under 18 half price. Coach free with 30 fare paying adults. Every 11th group member free of charge.

Reservations:
Liverpool: 051-922 6234.
Belfast: (0232) 320364. ▶

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Because on North Sea Ferries, you don't just get what you pay for, you get a whole lot more. There's our excellent service and the luxury on-board facilities such as our lounge bars, disco, live entertainment, casino and cinema.

Or our fine restaurants where passengers can enjoy the five course dinner and continental breakfast included in the price of the ticket.

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- Convenient departure from Hull instead of from the much busier south coast.

And, of course, the luxury of travelling with North Sea Ferries.

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FERRY GUIDE

BRITISH CHANNEL ISLAND FERRIES

Fairfield House, Kingston Crescent, Portsmouth PO2 8AA. Tel: (0705) 666900.

Routes and frequencies:

Poole – Guernsey – Jersey: Daily day and night sailings from April to October 1990. Night sailings only during the rest of the year.

Rates:

Adult single fare between £19 and £29, group rate applies for parties of 10 or more. One free place for every 10 adults. Cabins from £6 per berth. 'Guernsey Hoppers' allowing 6 hours ashore in Guernsey £15 (Sundays to Thursdays), £19 (Saturdays).

Reservations:

Group bookings dept.: Tel: (0202) 681155

Additional information:

Due to restrictions on the Channel Islands full size coaches may not be taken over without special prior arrangement. British Channel Island Ferries offers several group holiday packages through its Island Breaks department, Tel: (0705) 667799 for details. Introduced this year, the MV 'Rozel' operates the night service.

BRITTANY FERRIES

The Brittany Centre, Wharf Road, Portsmouth PO2 8RU. Tel: (0705) 753033

Routes and frequencies:

Portsmouth – Caen: Up to three times daily. Crossing time 5¾ hours.

Portsmouth – St Malo: Up to twice daily. Crossing time 9 hours

Plymouth – Roscoff: At least daily in peak season. Crossing time 6 hours.

Poole – Cherbourg: Up to twice daily, May to September only. Crossing time 4 hours.

Plymouth – Santander: Twice weekly. Crossing time 24 hours.

Rates:

Prices from £20 per person return to France and £57 per person return to Spain. Coaches from £130 return and free on selected sailings.

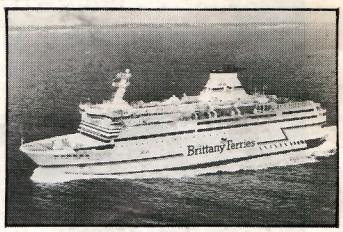
Reservations:

Group travel enquiries and reservations: Portsmouth (0705) 753033. Plymouth (0752) 229418.

Additional information:

Brittany ferries recently introduced its new flagship, the 23,000 tons mv Bretagne, onto its Plymouth-Santander service, almost doubling capacity on the route.

A group travel brochure, and a coach breaks brochure are available, the latter for low season. Break prices start at £22 per person including ferry travel and 2-star accommodation in Caen, St.Malo, Rouen or Paris. Coaches with 30 or more passengers travel free, as does the driver who receives free accommodation and a sleeping berth on night crossings.



CALEDONIAN MACBRAYNE

The Ferry Terminal, Gourock PA19 1QP. Tel: (0475) 33755.

Routes and frequencies:

Gourock – Dunoon: Hourly service each day. Booking advisable. Crossing time 20 mins.

Wemyss Bay – Rothesay: 10 – 13 sailings daily. Booking advisable. Crossing time 20 mins.

Colintraive – Rhubodach: Frequent sailings. Non-bookable. Crossing time 5 mins.

Largs – Cumbrae Slip (for Millport): 2-4 sailings hourly. Booking necessary. Crossing time 10 mins.

Ardrossan – Brodick: 4-5 sailings daily. Booking necessary. Crossing time 55 mins.

Claonaig – Lochranza: Summer service only (Easter to late October) Non-bookable, but only 1 coach per sailing. Crossing time 30 mins.

Kennacraig – Port Ellen-Port Askaig: 2 sailings daily. Booking necessary. Crossing time about 2 hours.

Oban – Colonsay: At least 3 sailings weekly. Booking necessary. Crossing time 2½ hours.

Oban – Craignure: Up to 6 sailings daily. Booking necessary. Crossing time 40 mins.

Locahline – Fishnish: 10-12 sailings daily. Non-bookable. Crossing time 15 mins.

Oban – Coll/Tiree: 3-4 sailings per week. Booking necessary – only one coach conveyed per sailing. Crossing time to Coll 3¾ hours, to Tiree 4¼ hours.

Oban – Castlebay/ Lochboisdale: 1 sailing daily to Lochboisdale, 4 weekly to Castlebay. Booking necessary. Crossing time to Lochboisdale 6 hours, Castlebay 5 hours.

Castlebay – Lochboisdale: 4 sailings weekly. Booking necessary. Crossing time 2 hours.

Mallaig – Armadale: 4-5 sailings daily between March 23 and September 30. Max. coach length 12m, only one coach per sailing. Booking necessary. Crossing time 30 mins.

Kyle of Lochalsh – Kyleakin: Frequent sailings. Non bookable. Crossing time 5 mins.

Uig – Tarbert – Lochmaddy: 1-2 sailings daily. Booking necessary. Crossing time 1¾ hours.

Ullapool – Stornoway: 2 sailings daily. Booking necessary. Crossing time 3 hours.

Seasonal services:

Port Askaig – Colonsay: 1 sailing weekly. Booking necessary. Crossing time 1¼ hours.

Port Askaig – Oban: 1 sailing weekly. Booking necessary. Crossing time 4 hours.

Mallaig – Castlebay: 1 sailing weekly. Booking necessary. Maximum coach length 12m. Crossing time 4 hours.

Rates:

Group rates apply for parties of 12 or more, coaches are charged separately. A detailed leaflet is available upon request.

Reservations:

Contact Ian Young or Elaine Faulkner on (0475) 33755.

Additional information:

MV 'Lord of the Isles' entered service on the Oban/Coll/Tiree route in June. ▶

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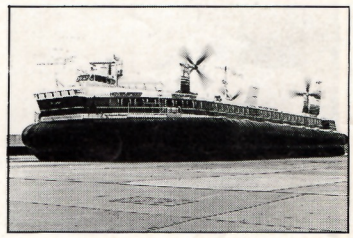
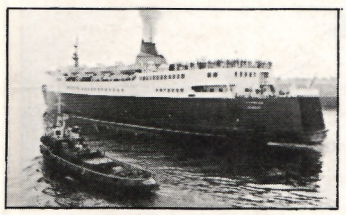
Dover – Boulogne and Dover – Calais: Up to 29 flights daily on both routes. Crossing times: Boulogne 40 mins; Calais 35 mins.
For coach up to 10m carrying minimum 23 adults, driver/courier free. Sep. 12 – Dec. 31, Single Sun – Thur £370, Fri/Sat £390.
60-hour return Sun – Thur £380, Fri/Sat £400. 5 day return Sun – Thur £520, Fri/Sat £540. Day return Thur – Sun £350, Fri/Sat £370. Jan 1 – Mar 31 1990, Single Sun – Thur £330, Fri/Sat £350. 60-hour return Sun – Thur £360, Fri/Sat £380. 5 day return Thur – Sun £430, Fri/Sat £450. Day return Thur – Sun £330, Fri/Sat £350.

Reservations:
Group sales on (0304) 240260



ISLE OF MAN STEAM PACKET SEAWAYS

P.O. Box 5, Douglas, Isle of Man. Tel: (0624) 23344.



Routes and frequencies:
The MV Tynwald operates a year round service from Heysham to the Isle of Man.

Rates:
£200 per coach return, driver free. Passengers at the appropriate group fare with one free place for every five passengers.

Reservations:
Through head office, Tel: (0624) 72468.

Additional information:
Tynwald carries 1000 passengers, and has a video lounge, bar and restaurant. Coach height is restricted to 4.27m.

NORTH SEA FERRIES

King George Dock, Hedon Road, Hull HU9 5QA. Tel: (0482) 795141.

Routes and frequencies:
Hull – Rotterdam: Daily at 1800hrs in both directions. Crossing time 14 hours.

Hull – Zeebrugge: Daily at 1800hrs in both directions. Crossing time 14 hours.

Rates:
(from 1/1/90): Coach and driver travel free with 25 or more passengers. Coaches with 24 or less passengers £110 single. Adult single fare from £13 to £48. Group rates available for parties of 15 or more. Fares include dinner and breakfast.

Reservations:
Tel: Hull (0482) 795141.

Additional information:
Four ships operate the company's services, each with disco, live entertainment, cinema, gaming tables bars and restaurant. Accommodation includes reclining seats, inside and outside cabins and economy cabins.

NORWAY LINE

Tyne Commission Quay, North Shields, Tyne & Wear NE29 6EA. Tel: 091-296 1313.

Routes and frequencies:
Newcastle – Bergen – Stavanger: Twice weekly.

Rates:
Coach with at least 15 fare paying passengers free – driver also free. Single adult fares from £25 to £105, group reductions as follows: 15 to 25 passengers 10 per cent; 26 to 50 passengers 15 per cent; over 50 passengers 20 per cent. One free 'leader' per 25 passengers. A deposit of £10 per passenger is required at the time of booking group travel.

Reservations:
Tel: 091-296 1313

Additional information:
Norway line also offers complete packages for coach tours in Norway. Details from Brian Tollisen on (0245) 461054.

OLAU LINE (UK) LTD.

Sheerness, Kent ME12 1SN. Tel: (0795) 580010

Routes and frequencies:
Sheerness – Vlissingen:
Two sailings each way daily (one day, one night) throughout the year.

Rates:
Low season, November 1 to March 15; Single journeys, coaches travel free of charge. Passenger rates for day sailings £6, night sailings £8.50.
For 53 hour and 5 day return fares in low season, add together the two relevant single fares.
All the above tariffs are gross, commissionable by 10 per cent to UK travel agents, coach and tour operators only.
The tariffs are based on a minimum of 15 adults and, to qualify, a payment equal to 15 adult fares must be made. Children (4-13 yrs) 50 per cent discount, under four, free.
With 15 passengers the coach driver travels free, and for every 20 passengers one free place is given.

Reservations:
Through the booking department at Sheerness, Tel: (0795) 666666.

Additional information:
Meals for groups should be pre-booked, and vouchers are issued on departure.
Olau Line now operates seven 'tourplans' (group packages) and six bargain break packages to European destinations. ▶

Ensignbus

DOUBLE DECK BUSES

1969-70 BRISTOL VRT1. ECW bodies, Gardner engines, current tickets.
1971-74 BRISTOL VRT2. ECW bodies, Gardner engines, current tickets.
1974-80 BRISTOL VRT3. ECW bodies, Gardner engines, current tickets.
1976-77 BRISTOL VRT3. Northern Counties, 2 door, current tickets.
1974-76 LEYLAND AN 68, East Lancs and Park Royal bodies, current tickets.

SINGLE DECK BUSES

1974 BRISTOL RELH. Leyland 0680 engines, ECW body, ticket 10/89.
1974-77 LEYLAND NATIONALS. 10.3m bus or coach, seats 4/90-6/90 tickets.
1975 LEYLAND NATIONALS. 10.3m, 2 door with 6/90 tickets.

USED COACHES

1981 W REG BEDFORD YNT Duple, 46 reclining seats and spare set of 49 fixed seats, current MoT.
1982 LEYLAND TIGER Duple Goldliner, 46 seats, d/glazing, toilet on saloon floor, current MoT. Choice of two.
1985 'C' REG DAF MB. Berkhof, 49-53 seats, sunken toilet at rear, automatic gearbox.
1984 'A' REG DAF MB. Berkhof, Everest body, 49/53 seats, demountable toilet, current MoT.

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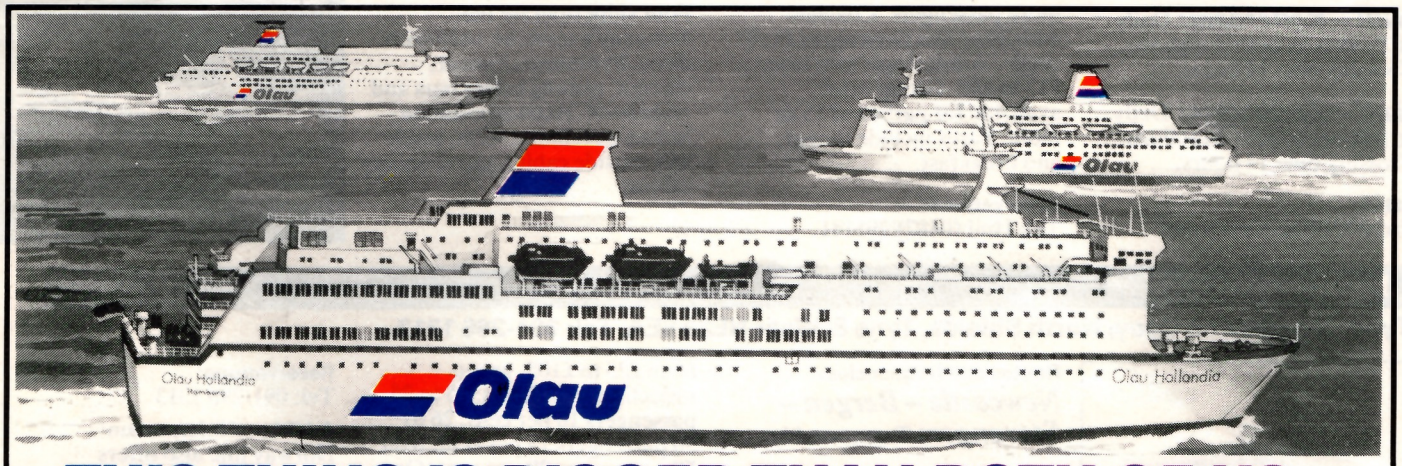

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Olau Line Ferries,
Sheerness,
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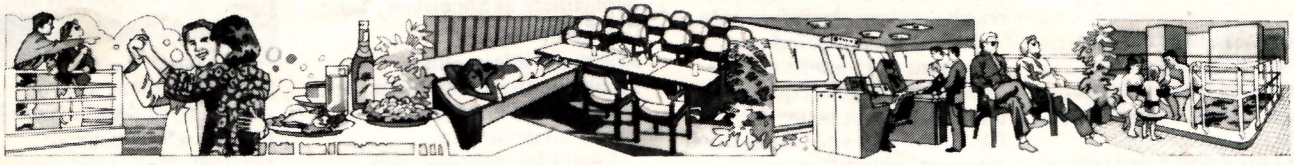


FERRY GUIDE

ORKNEY FERRIES

Burwick Terminal, South Ronaldsay, Orkney KW17 2RW. Tel: (0856) 83343.

Routes and frequencies:
Caithness – South Ronaldsay: Up to 16 return trips daily between 6am and 9pm.

Rates:
Coaches £6 per registered seat, driver travels free.

Reservations:
Tel: (0856) 83343

Additional information:
Services commenced in early August, with the specially built vessel 'Varagen'. Crossing time is around 45 minutes.

FRED. OLSEN LINES

Crown House, Crown Street, Ipswich, Suffolk IP1 3HB. Tel: (0473) 233022.

Routes and frequencies:
Newcastle-Kristiansand-Hirtshals-Oslo: 7 September 1989-18 June 1990: Weekly sailings Saturdays 1700hrs (arr. Oslo Mondays 0730hrs) except December 21 and 28 (departs Thursday, arrives Oslo Saturday).

Oslo-Kristiansand-Newcastle: Weekly sailings Thursdays 2030hrs, (arr. Newcastle Saturdays 0800hrs) except December 19 and 26, (departs Oslo Tuesday, arrives Newcastle Thursday.)

Newcastle-Bergen-Stavanger: 15 June-19 August 1990: Weekly sailings Saturdays 1700hrs, arrive Bergen Sundays 1600hrs, arrive Stavanger Sundays 2245hrs.

Stavanger-Bergen-Newcastle: Weekly sailings Fridays 0730hrs (arr. Newcastle 11.45hrs Saturday).

Rates:
Coach over 8 metres – one way fare, Kristiansand and Oslo, 1-9 passengers – £139; 10-25 passengers – £70; over 25 passengers free. Bergen and Stavanger, 1-9 passengers £157; 10-25 passengers £130, over 25 passengers free.

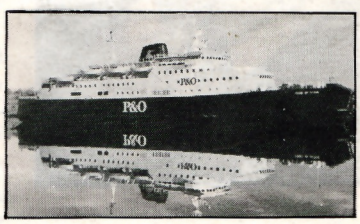
Passengers, from £43 – £165 per person depending upon accommodation chosen. Group reductions: details upon request for minimum of 10 passengers. One free place for every 15 passengers.

Reservations:
Tel: 091-257 9682, Telex: 53329.

Additional information:
MS Bayard enters service on the Newcastle – Stavanger route in June 1990. All reservations are now handled through the company's Newcastle offices.

P & O EUROPEAN FERRIES

Channel House, Channel View Road, Dover, Kent CT17 9TJ. Tel: (0304) 223000.



Routes and frequencies:
Dover – Calais: Up to 15 sailings daily each way. Crossing time 75 minutes.
Dover – Boulogne: Six sailings each way daily. Crossing time 100 minutes.
Dover – Ostend: Up to eight sailings each way daily. Crossing time 3¾ to 4 hours.
Dover – Zeebrugge: Up to six sailings daily each way. Crossing time 4 to 4½ hours.
Portsmouth – Le Havre: Up to six daily sailings each way. Crossing time (day) 5¾ hours, (night) 8 hours.
Portsmouth – Cherbourg: Up to six sailings daily each way. Crossing time (day) 4¾ hours, (night) 9 hours.
Felixstowe – Zeebrugge: Up to two sailings each way daily. Crossing time 5½ hours (day), 8 hours (night).
Cairnryan – Larne: Up to six daily sailings each way. Crossing time 2¼ hours.

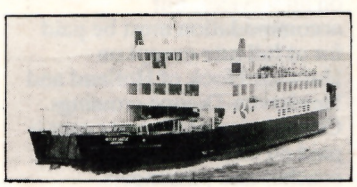
Rates:
Group rates available upon request; tel. (0304) 203388 for details.

Reservations:
Tel: (0304) 203388.

Additional information:
P & O's recently introduced 'super ferries', Pride of Dover and Pride of Calais have effectively doubled capacity on the Dover-Calais route. Ships on the Dover-Ostend route are operated by P & O's Belgian partner, RMT. The 'jumbo-ised' Pride of Le Havre and Pride of Hampshire run on the Portsmouth-Cherbourg route.

RED FUNNEL GROUP

12 Bugle Street, Southampton SO9 4LJ. Tel: (0703) 330333



Routes and frequencies:
Southampton – Cowes:
Between 10 and 19 sailings daily dependent upon season.

Rates:
12m coaches £44 single, £66 return.

For groups of 12 or more adults, £2.90 per person single to £5.10 period return.

Reservations:
Group reservations on (0703) 333042.

SALLY FERRIES

Argyle Centre, York Street, Ramsgate, Kent CT11 9DS. Tel: (0843) 595566.

Routes and frequencies:
Ramsgate – Dunkerque:
Five return sailings daily throughout the year.

Rates:
60 hour return: 10m coaches free if more than 30 adult passengers (minimum fares from £495). Per adult from £16.50.
120 hour return: 10m coaches free if more than 30 adult passengers (minimum fares from £525). Per adult from £17.50.
240 hour return: 10m coaches ▶

free if more than 30 adult passengers (minimum fares from £555, although there are certain date restrictions. Per adult from £18.50

Reservations:
Contact group reservations at Ramsgate on (0843) 595566.

Additional Information:
The two ships in service are Sally Star and Sally Sky. Sally Star is the company's recently introduced 'jumbo' ferry, with capacity for 1,600 passengers and 550 cars. Sally Sky was previously known as the 'Viking 2'.

Both ships have:

* Restaurant – serving help-yourself full English breakfast on morning sailings, and Sally's smorgasbord and hot carvery on lunchtime and evening sailings.
* Cafeteria – a wide choice of lighter meals and snacks, and childrens' meals.
* Bars/lounges – drinks at shipboard prices; live entertainments on many sailings.
* Duty free shops, supermarket style.

SCANDINAVIAN SEAWAYS

DFDS Ltd., Scandinavia House, Parkeston Quay, Harwich, Essex CO12 4QG. Tel: (0255) 240240.

Routes and frequencies:

Harwich – Esbjerg:
Four/five crossings weekly in summer, three crossings weekly November to February.

Newcastle – Esbjerg:
Twice weekly in summer.

Harwich – Gothenburg:
Three/four times weekly

Newcastle – Gothenburg: Weekly in summer

Harwich – Hamburg:
Three/four times weekly in summer, three times weekly in winter.

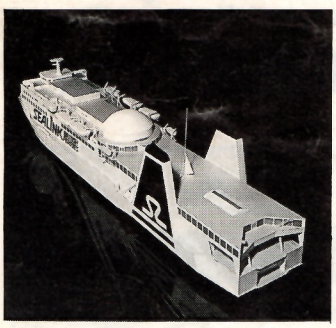
Rates:
Coach with between 10 and 24 paying passengers £80. Over 24 passengers, coach travels free. Further details upon request.

Reservations:
Through the Group Sales department at Harwich, tel: (0255) 243243.

Additional information:
Scandinavian Seaways changed its name from DFDS Seaways last November. The company also operates services between Copenhagen, Oslo, Gothenburg and Amsterdam, and is general sales agent for Larvik Line and Silja Line.

SEALINK BRITISH FERRIES

Charter House, Park Street, Ashford, Kent TN24 8EX. Tel: (0223) 46801.



Routes and frequencies:

Dover – Calais: Up to 36 crossings daily, crossing time 90 minutes.

Folkestone – Boulogne:
Up to 12 crossings daily, crossing time 110 minutes.

Harwich – Hook of Holland: Two sailings daily, crossing time 6½ hours (day), 8½ hours (night).

Fishguard – Rosslare:
Two crossings daily, crossing time 3½ hours.

Holyhead – Dun Laoghaire: Two sailings daily, crossing time 3 hours.

Liverpool – Dun Laoghaire: One return crossing daily. Out (night) 9 hours, return (day) 8 hours.

Newhaven – Dieppe: Up to 8 crossings daily, crossing time 4 hours.

Portsmouth – Cherbourg: Up to 4 crossings daily, crossing time 4¾ hours (day), 6 hours (night).

Weymouth – Cherbourg: Up to 4 crossings daily, crossing time 3hrs 55mins (day), 6 hours (night).

Portsmouth – Fishbourne: Up to 26 crossings daily, crossing time 35 mins.

Portsmouth – Guernsey: Twice weekly, crossing time 10¾ hours.

Stranraer – Larne: Up to 10 crossings daily, crossing time 2hrs 20 mins.

Yarmouth – Lymington:
Up to 28 crossings daily, crossing time 30 mins.

Rates:
Dover-Calais and Folkestone-Boulogne: 60 hour five day and ten day excursions coach free with 30 or more fare-paying passengers. Min. fare for 60 hour excursion £516, additional passengers £17.20. Min fares for five and ten day excursions £630, additional passengers £10.50.

Fishguard-Rosslare and Holyhead-Dun Laoghaire: 60 hour excursion from £462 (off-peak), additional passengers £11.50. Five day excursion from £668 or £776 dependent upon season, additional passengers £17 or £23.50.

Harwich-Hook of Holland: 60 hour, five and ten day excursions coach free with 30 or more passengers (off peak only). Min. fares for 60 hour excursion £420, for five and ten day excursions £300 each way.

Liverpool-Dun Laoghaire: 60 hour excursion (off-peak) £462, additional passengers £11.50. Five day excursions £668 or £846 dependent upon season, additional passengers £17 or £25.50.

Newhaven-Dieppe: 60 hour, five and ten day excursions coach free with 30 or more passengers. Min. fare for 60 hour excursion £562.50 or £630 dependent upon season, additional passengers £18.75 or £21. Min. fare for five and ten day excursions £750 or £795 dependent upon season, additional passengers £25 or £26.50

Portsmouth-Cherbourg and Weymouth-Cherbourg: Coaches free with more than 30 fare paying passengers. Min. fare for 60 hour excursion £615, £750 or £772 dependent upon season, additional passengers £20.50, £25 or £25.75. Min. fares for five and ten day excursions £697, £810 or £832, additional passengers £23.25, £27 or £27.75.

Portsmouth-Fishbourne and Yarmouth-Lymington: Coaches £44 single or £65 return. Min. ten adults £2.40 or £4.80, less than ten £2.60 or £5.20.

Stranraer-Larne: Coaches £101 single, passengers £10 (offpeak), £11.50 (peak) for minimum of ten.

Reservations:
For all routes except Isle of Wight through Sealink groups dept. (0233) 46801, or Freefone (0800) 282251. Isle of Wight routes (0705) 827744.

Additional information:
All prices for coaches apply to vehicles over 10m in length, different rates apply for smaller coaches. The driver travels free on all services, but accommodation must be paid for at full rate except on Harwich-Hook of Holland and Newhaven-Dieppe crossings. Commission of nine per cent is paid on all bookings involving coaches and passengers.

Different routes and ships have varying height restrictions;
Harwich-Hook of Holland: 4m
Dover-Calais: 4.24 – 4.4m
St. Christopher, St. Anselm, Cote d'Azur: 4.24m
Champs Elysee: 4.4m
Holyhead-Dun Laoghaire: 4.4m ▶

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FERRIES GUIDE

Updated guide to all the cross-Channel services

ROUTE	OPERATOR	FREQUENCY
Cairnryan-Larne	**P & O European Ferries**	**Up to 6 daily**
Caithness-South Ronaldsay	Orkney Ferries	Up to 16 daily
Dover-Boulogne	**Hoverspeed** **P & O European Ferries**	**Up to 29 daily** **6 daily**
Dover-Calais	Hoverspeed P & O European Ferries Sealink British FerriesUp to 36 daily	Up to 29 daily Up to 15 daily
Dover-Ostend	**P & O European Ferries**	**Up to 8 daily**
Dover-Zeebrugge	P & O European Ferries	Up to 6 daily
Felixstowe-Zeebrugge	**P & O European Ferries**	**Up to 2 daily**
Fishguard-Rosslare	Sealink British Ferries	2 daily
Folkestone-Boulogne	**Sealink British Ferries**	**Up to 12 daily**
Harwich-Esbjerg	Scandinavian Seaways	Up to 5 weekly
Harwich-Gothenburg	**Scandinavian Seaways**	**Up to 4 weekly**
Harwich-Hamburg	Scandinavian Seaways	Up to 4 weekly
Harwich-Hoek van Holland	**Sealink British Ferries**	**2 daily**
Heysham-Douglas	Isle of Man Steam Packet Seaways	All year round
Holyhead-Dublin	**B & I Line**	**2 daily**
Holyhead-Dun Laoghaire	Sealink British Ferries	2 daily
Hull-Rotterdam	**North Sea Ferries**	**Daily (1800hrs)**
Hull-Zeebrugge	North Sea Ferries	Daily (1800hrs)
Liverpool-Belfast	**Belfast Ferries**	**Daily (1100hrs)**
Liverpool-Dun Laoghaire	Sealink British Ferries	Daily
Newcastle-Bergen-Stavanger	**Fred. Olsen Lines** **Norway Line**	**Weekly** **2 weekly**
Newcastle-Esbjerg	Scandinavian Seaways	Up to 2 weekly
Newcastle-Gothenburg	**Scandinavian Seaways**	**Up to 4 weekly**
Newcastle-Kristiansand-Hirtshals-Oslo	Fred. Olsen Lines	Weekly
Newhaven-Dieppe	**Sealink British Ferries**	**Up to 8 daily**
Pembroke-Rosslare	B & I Line	2 daily
Plymouth-Roscoff	**Brittany Ferries**	**Daily in peak season.**
Plymouth-Santander	Brittany Ferries	Up to 2 weekly
Poole-Cherbourg	**Brittany Ferries**	**Up to 2 daily**
Poole-Guernsey-Jersey	British Channel Island Ferries	Up to 2 daily
Portsmouth-Caen	**Brittany Ferries**	**Up to 3 daily**
Portsmouth-Cherbourg	P & O European Ferries	Up to 7 daily
Portsmouth-Fishbourne	**Sealink British Ferries**	**Up to 26 daily**
Portsmouth-Guernsey	Sealink British Ferries	2 weekly
Portsmouth-Le Havre	**P & O European Ferries**	**Up to 6 daily**
Portsmouth-St. Malo	Brittany Ferries	Up to 2 daily
Ramsgate-Dunkerque	**Sally Ferries**	**5 daily**
Sheerness-Vlissingen	Olau Line	2 daily
Southampton-Cowes	**Red Funnel**	**Up to 19 daily**
Stranraer-Larne	Sealink British Ferries	Up to 10 daily
Weymouth-Cherbourg	**Sealink British Ferries**	**Up to 4 daily**
Yarmouth-Lymington	Sealink British Ferries	Up to 28 daily

FOR DETAILS OF SCOTTISH INTER-ISLAND FERRY SERVICES PLEASE REFER TO THE CALEDONIAN MACBRAYNE ENTRY ON PAGE 13.

PSV legislation: the traffic jam builds up

BY MARKSMAN ON target

SINCE deregulation there have been many requests from operators to Government for a respite from new legislation. Indeed, I remember an impassioned plea from the President of Bus & Coach Council to the Secretary of State for Transport at the BCC dinner two years ago for breathing space, time to absorb and time to consolidate from the changes of deregulation.

The plea appears to have gone unheeded. Transport is probably the most legislated industry in this country and politicians seem to find transport legislation irresistible.

So, at this instant, as we await the outcome of the Palmer review of Traffic Commissioners and Traffic Areas and expect new 'Conduct' regulations to be laid before Parliament after the summer recess, there are no less than three other documents which herald change in PSV legislation which are currently open for consultation.

1. The "European Commission Proposal for a New Directive on Driving Licences" is the title of a document issued form the DVLC at Swansea (Copies from, and comments to, Mrs K Fisher, POLD2,D9, DLVC Swansea SA6 7JL). It represents the conclusions reached so far after the first round of consultation on the harmonisation of driving licences.

There are two issues in it of particular concern to the PSV industry. Firstly it is silent on whether the present ability for a PSV licence holder to drive an HGV used to recover a broken down PSV will remain. I have commented previously how essential this is and had actually received an assurance from a member of the Government's working party that it would not be lost. However, from the silence on the point in this document I deduce that it is still at risk.

Secondly, this document indicates the Governments thinking on the so called 'Sunshine Buses'. The proposal is that the driver of a mini-bus with upto 17 seats, if less than 3.5 tonnes GVW, need not hold the equivalent of a PSV licence as long as he is over 21, has held an ordinary driving licence for 2 years and is driving on a voluntary basis for a non-profit making charitable organisation.

Whilst this does bring certain amenity groups into the scope of full PSV type licencing, it still begs the question that passengers are passengers whether the vehicle on which the ride is operated for charity or commercially. They surely all need the same degree of driver competence. This document makes the amazing assertion that, "Accident statistics show that mini-buses have a far better accident record than cars or buses".

The impression within our industry is that non-PSV mini-buses have an appalling accident record. I hope that BCC has some statistics to challenge the Government on this point.

2. Following the North Committee's recommendations, a White Paper entitled "The Road User and The Law" was published some time ago. It introduced the suggestion that police officers should be given powers to prohibit the use of defective PSVs. A more detailed paper on this aspect is now available from the Department for consultation (Comments to be made by 9th November). The current suggestion is that this power should be limited to AUTHORISED police officers and should be limited to circumstances where vehicles posed an IMMEDIATE danger.

This is a welcome restriction on the wider powers which were earlier envisaged. However, the powers of prohibition of overweight vehicles should, it is suggested, be extended.

This document suggests that police imposed prohibitions for defects should only be removed after inspection of the vehicle at a testing station (which often insist that they only inspect PSV's on two days a week) and that a fee will be payable for this. It is proposed that, "Appeals against refusal to remove a prohibition...will be retained". The fact that there is no appeal provision against the IMPOSITION of a prohibition is a burdensome feature of the existing powers.

Driver competence should surely be the key to legislation.

We need improvement of this unsatisfactory state of affairs, not just retention of present arrangements over a broader area of prohibition. Even Vehicle Examiners are not right all of the time, and authorised police officers can not be expected to have the same degree of mechanical knowledge as specialists. For example, I know of an operator who faces a Public Inquiry because air pressure in both main and auxilliary air tanks dropped when the foot-brake was applied.

It is only when the hand brake is tested that one tank should fall and the other remain steady. It is quite wrong that operators should have to accept this sort of incompetence on the part of anyone with powers of prohibition without being able to challenge the mis-use of such power.

This document does give passing congnisance to this point, but comments that such an appeal, "Would in any event be impracticable to operate". We should be asking, "Why?" and making the strongest representation against the perpetuation and extension of this injustice.

3. The third consultative paper is that considering "Passenger and Goods Vehicle Operator Licencing". Copies are available from Mr I.S. Mackay, Department of Transport, Freight Directorate, Rooms S16/01A, 2, Marsham Street, London SW1P 3EB, price £1.33. Comments have to be made by 31st October. It contains far reaching implications for the industry and I recommend all operators to get a copy and make observation.

In brief its proposals are:

- To introduce a Code of Practice on maintenance standards & procedures.
- To remove time limits on operator licences, but to make those for PSV 'Vehicle specific'.
- To make licence fees payable annually in place of the present 5 yearly fee.
- To allow operators in certain circumstances to hold more than one operator licence in any traffic area.
- To totally remove from operator licencing vehicles with 8 or less passenger seats.

I will expand on these issues next week, by then perhaps some of you will have your copy of this consultation paper.

FLEET UPDATE

Luxury for Steel's

STEEL'S of Addingham, North Yorkshire, have recently taken delivery of a new Volvo B10M GL Van Hool Alizee-SH luxury coach, the specification of which includes: centre sunken demountable toilet with continental door, 49/53 Labellux reclining seats, double-glazed side windows, 5 litre water boiler and is finished in the attractive livery of white, red and black. It was supplied by the Moseley Group of Loughborough.

Made to Measure minibus

THIS 14-seater Talbot Express minibus was delivered recently to White Ribbon Coaches of East Kilbride to be used on contract work. It was converted by Made to Measure.

New name on Iveco

R & D Minibuses of Romford have put their new Amberline trading name on this Iveco/Ford 49/10 3600wb Phoenix/ International minibus. The 21 seater with luxury coach spec, was supplied by Carriageways of Bedfordshire.

Majestic Purchase

MAJESTIC Travel of Wolverhampton, West Midlands, have recently taken delivery of yet another Bova Futura FHD 12.290 Integral 12M Luxury coach, the specification of which includes: centre sunken demountable toilet with continental door, 51/55 luxury reclining passenger seats, colour monitor and video equipment, finished in white with duo blue reliefs. It was supplied by the Moseley Group of Loughborough.

FLEET UPDATE

Fine brace for Hunter

TWO 18 seater Caetano Optimo-bodied Toyota Coaster coaches were recently sold to William Hunter (Coaches) Ltd of Loanhead, Midlothian, through West Durham Coach Sales Ltd.

Plaxton arrives

THIS Plaxton Paramount 3500 on Volvo B10M chassis, is one of four ordered by Whitelaw's Coaches of Stonehouse, Lanarkshire.

Completed to three-star specification it features 53 reclining seats, TV and video, sunken toilet and drinks dispenser.

Finished in Whitelaw's silver livery with red, blue and white bands, it was supplied by Kirkby Bus and Coach.

New Elme delivered

AVONDALE International have just supplied this new Elme 2001 Galaxy luxury coach to Cunningham Carriage Company of Brentwood. The body is mounted on the Leyland Swift 4.4 w/b chassis.

The vehicle is finished in Cunningham's gold livery and features five saloon tables and 27 seats. A large boot and side lockers enables an ample luggage storage.

Pictured are proud new owner, Pat Cunningham and his wife.

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Leyland Leopard 11M ZF Plaxton Supreme IV
Colour: Exterior white/blue/red. Interior red/orange.
Add. Spec. Tinted windows, radio, PA, telma, wheel discs, side locker, curtains. *Seats 53.*

First Reg: 01.01.81
MOT: 14.12.89
Reg. No: PWK 4W

Leyland Tiger 245 HYD Plaxton Paramount 3200 Express
Colour: Exterior white/blue/red. Interior Autumn tint
Add. Spec. Express doors, side lockers, tinted windows, curtains, arm rests, rear toilet, radio, PA, destination gear. *Seats: 50*

First Reg: 01.03.83
MOT: 03.08.90
Reg No: P1J 4317

Bedford YMT Duple Dominant II Express
Colour: Exterior white/blue. Interior red.
Add. Spec. Side locker, express doors, radio, PA, Bristol dome, drivers fan. *Seats: 53*

First Reg: 19.06.80
MOT: 20.03.90
Reg. No. HUX 15V

Volvo B10M GL Plaxton Paramount 3500
Colour: Exterior white/blue. Interior brown.
Add. Spec. Reclining seats, arm rests, centre demountable toilet, centre continental door, crew seat, telma, webasto, blinds to windows, double glazing, side lockers, crew compartment, wiring TV & video, tinted windows. *Seats 49/53*

First Reg: 02.04.85
MOT: 16.03.90
Reg. No: B748 KCU

Leyland Leopard S/A Duple Dominant II
Colour: Exterior blue/yellow. Interior red/grey retrim.
Add. Spec. Radio, PA, power door, Bristol dome. *Seats 53*

First Reg: 03.06.82
MOT: 21.12.89
Reg. No: YWX 537X

MCW Cummins Metroliner Express
Colour: Exterior white/blue/red. Interior brown striped.
Add. Spec. Tinted windows, webasto, arm rests, moquette to roof, plug door, fully automatic, destination gear, glove nets, table. *Seats 80.*

First Reg: 16.07.84
MOT: 03.08.90
Reg. No: A119 KBA

Ford R1114 Duple Dominant II
Colour: Exterior cream/yellow/orange. Interior Autumn tint.
Add. Spec. Side lockers, radio, PA, telma, curtains, arm rests, Bristol dome, tinted windows. *Seats: 53*

First Reg: 01.04.80
MOT: 14.08.90
Reg. No: HJP 491V

Volvo C10M
Colour: Exterior grey/red. Interior grey/red.
Add. Spec. Rear continental door, rear sunken toilet, reclining seats, arm rests side lockers, drivers bunk, webasto, crew seat, plug door, tinted windows, retarder, splitter box. *Seats 49.*

First Reg: 03.08.86
MOT: 24.10.89
Reg. No: C661 KDS

Volvo B10M GL Plaxton Paramount 3500
Colour: Exterior cream/orange. Interior brown.
Add. Spec. Reclining seats, arm rests, PA, cassette, telma, crew seat, curtains, moquette to roof, luggage cupboards. *Seats 53.*

First Reg: 03.03.85
MOT: 02.11.89
Reg. No: B875 XWR

Volvo B10M GL Duple Caribbean II
Colour: Exterior orange/cream/brown. Interior brown/tan.
Add. Spec. Wheel discs, side lockers, tinted windows, plug door, radio, PA, cassette, curtains, reclining seats, drivers fan, arm rests, exhauster, moquette to roof, rear continental door. *Seats 51.*

First Reg: 27.03.86
MOT: 06. .89
Reg. No: C136 DWT

Leyland Tiger 245 ZF Plaxton Paramount 3500
Colour: Exterior white/yellow/orange. Interior brown/yellow.
Add. Spec. Telma, reclining seats, arm rests, moquette to roof, side lockers, radio, PA, plug door, tinted windows, blinds to windows. *Seats 53/57.*

First Reg: 01.04.85
MOT: 02.08.89
Reg. No: B495 UNB

DAF MB200 DKFL Plaxton Paramount 3500 4 Star
Colour: Exterior yellow/blue. Interior yellow/blue.
Add. Spec. Reclining seats, arm rests, rear sunken toilet, rear continental door, rear galley, webasto, plug door, double glazing, curtains, crew seat, drivers bunk, moquette to roof, side lockers, splitter gearbox, radio, PA, tinted windows, wiring TV & video, spare seats, exhauster. *Seats 44/49*

First Reg: 26.08.83
MOT: 26.08.90
Reg. No: A103 EBC

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Commissioner slashes K Line Travel licence

The authorisation on the PSV operator's licence held by Huddersfield based K Line Travel Ltd has been reduced, from 12 vehicles to eight, by the North Eastern Traffic Commissioner, Mr Frederick Whalley.

The company had been called to disciplinary proceedings before the Commissioner, at a Leeds public inquiry. In addition to cutting the authorisation, Mr Whalley prematurely terminated the licence so that it expires at the end of the year instead of at the end of October 1991.

Department of Transport vehicle examiner Mr Peter McKay said that he had carried out a fleet check and maintenance investigation in March. Four vehicles were examined, and one immediate prohibition and four defect notices issued. A further two immediate prohibition notices had been imposed on the company's vehicles during spot checks in November 1988 and March 1989. Some inspection records were missing, particularly in respect of the vehicle prohibited in November for the period immediately prior to the spot check. The majority of the inspection records were not counter signed by a supervisor.

Mr McKay said that the company had two operating centres in use. All of the maintenance work was carried out at Kirkburton, where adequate facilities existed. There was an adequate number of staff employed for the number of vehicles operated. However, recent inspections and maintenance had not been adequate. Some of the defects found should have been noted by drivers making daily checks of their vehicles. Interim checks were carried out between inspections but their value was in doubt. A director of the company, Mr Keith Parker, had felt that the problem was that the two operating centres led to a lack of adequate supervision. He was proposing to call in the Freight Transport Association to carry out independent checks.

'Some inspection records were missing, particularly in respect of the vehicle prohibited in November.'

There was readily apparent excessive free play at the steering of the vehicle prohibited in November, and the steering could have been impaired. There were several defects of a delayed nature in addition.

The vehicle prohibited in the March spot check was found to have a damaged tyre and the steering track rod ends were worn to excess. The vehicle given the prohibition during the fleet check had an excessively worn universal ball joint in the steering. There were also a number of delayed items some of which were steering related. Some of the defects appeared to be of long standing. The vehicle concerned had been off the road since February. It was in the process of being inspected by the company and the steering fault had been picked up.

In reply to Mr Whalley, Mr McKay said that the check had been unannounced. The vehicle with the bald tyre had been inspected four days beforehand by the company and there was no mention of the tyre. Mr Parker had said that the vehicle had suffered a puncture, but there was no record of the wheel having been changed. There was no mention of the track rod ends on the inspection report relating to the other vehicle, though they had been mentioned on the inspection sheet dated August 1988. No explanation had been offered for the missing inspection records. The ingredients of a satisfactory inspection system were there. It was difficult to be sure exactly what was wrong. It was feasible that with two operating centres, supervision was difficult.

After Mr Whalley had commented that the company were now operating two local services which had intensified the use of its vehicles, Mr McKay said that he felt that the system ought to be adequate to cope with that intensified use.

Questioned by Mr S Mallett, for the company, Mr McKay said that the defects found on the vehicle prohibited in the fleet check could not have occurred since it had been taken off the road in February, because, with the exception of one or two, they were wear and tear items. The current system was for a full inspection every eight weeks, with intermediate inspections at either two weeks or four weeks, dependant upon usage. He felt that in the light of the defects found, the full inspection period should come down to every six weeks, or even every four weeks.

Mr Whalley commented that he would be much more content if the inspection period was more specific.

Mr McKay agreed with Mr Mallett that it would be easier to supervise if the whole operation was under one roof. He also agreed that a full maintenance investigation had been carried out before the licence authorisation was increased from six to 18 vehicles in 1988.

Mr Parker said that the company employed a maintenance staff of three, seven full time drivers and a number of part timers. Nine vehicles were currently ▶

operational.

In April 1988 the company had purchased premises at Kirkburton in order to improve its maintenance facilities. The intention was to eventually have all the vehicles at Kirkburton. The premises were in a quite poor condition when they were purchased and he had made it his responsibility to get them sorted out as soon as possible. Consequently, his involvement with the maintenance at the time had been less than it usually was. He did not do the interim inspections that he usually undertook himself. Prior to the purchase of Kirkburton, 50 to 60 per cent of his time had been involved with the vehicles and maintenance staff.

In the summer of 1988 the company's tour manager was away ill. In November it was diagnosed that he was suffering from a brain tumour, and he unfortunately died in February. There were problems arising from mistakes he had made, said Mr Parker. In January and February he had had to spend a lot of time sorting them out.

Operation from two sites had not proved successful. He believed that had been the downfall of the maintenance system that over the previous eight years had been satisfactory overall. The driver defect report system at the Lockwood premises was not fully utilised. Until August they had had a shift system for the fitters that had been working quite well. It was decided to discontinue that system after August because the workload had decreased. A lot of time was wasted because equipment at one depot was required by a vehicle at the other. However, with the experience that they had, he felt that the company's staff ought to have been proficient.

Mr Parker said he accepted that some of the defects found on the vehicle prohibited in November ought not to have been missed, though there were one or two items that were a debatable matter of opinion. Quite extensive body corrosion had been found under that vehicle. The build of the vehicle concerned as a whole was of poor quality. The body was too heavy for the type of chassis it was on, and that created problems. The corroded chassis members had been replaced.

The vehicle prohibited during the fleet check was a stage carriage vehicle the company had purchased in April 1988. It was off the road from July to September due to extensive repairs that had taken a lot of the fitting staff's time. Itwas a Leyland National and they were well known for being a problem vehicle. It had been off the road since February 28th and was in the process of being inspected, but the inspection had not been completed when it was seen by the vehicle examiner. It would have required a MoT test before it could have been put back on the road.

As far as the vehicle prohibited in the March spot check was concerned, the tyre obviously should not have been on the vehicle, said Mr Parker. A new tyre had been fitted six days previously. It developed a puncture or the tyre had not been sealed properly on the rim. The vehicle was taken into Lockwood and the wheel changed as a temporary measure whilst the tyre was being repaired. Unfortunately, the driver who came in on the Sunday afternoon had time to spare. He decided to take the vehicle into the bus station for a tea break and the vehicle examiners were there. The vehicle was not on service.

Following the vehicle examiner's visit, various measures had been introduced to improve the situation. Arrangements had been made for the FTA to come in on a fairly frequent basis. A letter had been issued to the maintenance staff, pointing out various things that needed improvement, such as the regularity and quality of inspections. The period between full inspections had been reduced to six weeks, with intermediate inspections at three weeks.

He had had a meeting with the drivers, said Mr Parker, pointing out that things needed improving if the company was going to carry on in business. A nil daily defect reporting system had been introduced. The drivers had to carry out a five minute check of their vehicles before taking them out, and a fitter went down to Lockwood every morning to collect the defect reports. That system had been introduced since the beginning of July. One member of the maintenance staff was now designated as a duty member for a month. He felt that the staff were now fully aware of their responsibilities. The FTA contract was for the inspection of three vehicles each month and to a degree they were helping to train the staff to undertake more detailed inspections.

Mr Parker said that the company had reduced the authorisation on its licence to 12 vehicles in June. Circumstances had changed in relation to a certain type of work, and with the maintenance problems that had come to light, it was decided to reduce the number of vehicles so that they could concentrate operations at Kirkburton. They hoped to be fully operational from Kirkburton at the end of August.

Mr Whalley said that he was not satisfied that the company had authority to operate from Kirkburton. The Traffic Area had been informed, and due to an administrative error it had been published in "Notices and Proceedings" as consolidating operations at Kirkburton. However, the application for additional vehicles had not included any change of operating centre. No variation application had been made and the company's authorised operating centre was still Lockwood. If he allowed the licence to continue, it was a matter of extreme urgency that the company make a variation application incorporating all the changes. He would also require a full inspection of the vehicles every four weeks.

Questioned by Mr Whalley, Mr Parker said that he would be prepared to arrange for that to be done. He agreed that the company had had a warning letter about maintenance on February 8th. Asked what action he had taken as a result, Mr Parker said that he had warned the staff verbally that things had to improve, but obviously he had not stressed it strongly enough.

Mr Whalley commented that whatever the problems at the time, maintenance and safety had to take top priority.

Questioned further, Mr Parker admitted the company had had problems over maintenance in the last eight months, saying they had been partially caused by it trying to improve its facilities for maintenance. He accepted that there were grounds for taking action against the company's licence.

In his decision, Mr Whalley said that on the evidence of the accounts produced, there was clearly enough money to maintain the vehicles properly. However, the results of the inspections had shown that not only were the vehicles unroadworthy, but that they were dangerous in some respects. That was a situation that could not be tolerated. Safety had to take top priority.

He felt that it would be inappropriate to revoke the licence, having regard to the measures that the company had already taken. However, some action was required. The authorisation of the licence would be reduced by way of penalty, and the purpose of cutting the duration was to give the company time to establish its new arrangements and have them working properly before the licence was due for renewal.

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Bad news for Bolton

The licence held by Bolton Coachways & Travel Ltd has been renewed in respect of six vehicles only, for an 18 month period, by the North Western Traffic Commissioner, Mr Martin Albu.

The company had applied to renew its licence in respect of eight vehicles at a Manchester public inquiry. The Commissioner was considering what action to take following an unsatisfactory maintenance investigation, and the company's conviction for offences of using a vehicle with dangerous parts, with improperly maintained and adjusted brakes and steering, with no fire extinguisher, and with a locked emergency door, following the Lancashire Police "Operation Safe Passenger", in which a number of operators' vehicles were checked. (*Coachmart,* March 10.) A subsequent appeal to Preston Crown Court, against the severity of the fines, which amounted to £800, was dismissed. (*Coachmart,* June 1.)

Department of Transport vehicle examiner Mr Colin Wadelove said that he had carried out a maintenance investigation by appointment as a result of the renewal application. In recent years, the company's maintenance had been found to be faulty due to increases in its fleet and the number of registered routes. Following an unsatisfactory maintenance investigation in 1988, a director of the company, Mr Richard Shield, gave written assurances that steps would be taken to put matters right. However, since then there had been the Blackburn prosecution. In January 1989 the routine inspection of two vehicles revealed a number of advisory defects. A fleet inspection was carried out in March. One vehicle which had failed its annual test for six items would have received a prohibition. A vehicle given a delayed prohibition for three defects plus five advisory items had been inspected 13 days previously by the company. Similarly, a vehicle with three prohibition items and three advisory items, had been inspected 21 days previously without any of the defects being noted. A vehicle given an immediate prohibition for serious braking defects had a new tyre. The fitter admitted that it had just been changed and an examination of the tyre taken off the vehicle showed it to be worn below the legal limit. Again the prohibition items and advisory defects found did not appear on any of the previous inspection records for that vehicle.

Mr Wadelove said that the company had been advised that the drivers should make basic checks before the vehicles were used. The five vehicles in working order had an average age of 15 years. They were not in a satisfactory condition and he believed that they had been in poor condition since 1987. The company had had difficulties over maintenance staff and it was common knowledge that its present fitter was looking for other employment.

Questioned by Mr John Backhouse, for the company, Mr Wadelove said that the fitter previously employed had been found to be doing work for other people without the company's knowledge. He had been replaced in August 1988. The maintenance facilities were adequate and the present fitter should be able to look after five vehicles. He agreed that the company now had records to show that drivers were checking their vehicles before taking them out.

In reply to Mr Albu, Mr Wadelove said that the inspection records were adequate, but the fleet inspection showed that faults were being missed. All the records were there and their format was adequate. The facilities were a bit difficult to work in, because the poor lighting cast shadows. That could be one reason faults were being missed. The fitter had complained about the workload, so it was possible that he was a bit jaded when doing the inspections. A lot of work had to be undertaken because of the age of the vehicles.

Mr Shield said that the other director of the company, which had been operating since 1968, was his wife.

Maintenance work was carried out on the site where the offices were located. There was a second site, consisting of a lock-up compound, where the vehicles were parked. At the moment they had eight vehicles, though they only required five for their current operations.

The current fitter, a Mr Peter Wood, had a lad employed under the YTS Scheme to assist him. They carried out the inspections and necessary repairs. Major work, electrical work and tyre inspections were contracted out. He and Mr Wood decided when vehicles were to be inspected, said Mr Shield. Drivers checked their vehicles each day and handed in a defect report at the end of the day. In addition, a driver defect book was kept. Until August 1988, a Mr Derbyshire had been employed as the fitter. He had believed him to be fully qualified. However, following a car crash, the company's maintenance equipment and the inspection records of another firm were discovered. Mr Derbyshire had obviously been "moonlighting, said Mr Shield, and he attributed some of the problems to Mr Derbyshire doing two jobs.

The Blackburn prosecutions involved a vehicle that had been taken off the road. The fitter kept the keys for the vehicles but the drivers still had access to them. A driver took a vehicle out that suffered damage to its air suspension. As a result, he took out the vehicle involved in the prosecutions, without a first aid kit or fire extinguisher, not realising it had been taken off the road. The first aid kit and fire extinguisher had been removed because of vandalism at the compound. There had been incidents of vandalism in the last three weeks on the run. They had been reported to the police, but they just did not seem to want to know. The vehicle keys were now kept in the fitters' locker, to which only he and the fitter had access.

Questioned by Mr Albu, Mr Shield agreed that Mr Wood was the fitter at the time of the last fleet inspection, saying that he had taken over the legacy left by the previous fitter. He agreed that a vehicle had failed its annual test in March, but he maintained that they were now on top of the situation. The drivers had been carrying out daily checks since April. He thought that they were competent enough. He hoped to acquire newer vehicles.

Mr Backhouse said that he was instructed that Mr Wood would not now be leaving the company.

Announcing his decision, after hearing financial evidence in private at the company's request, Mr Albu said that what had happened over the last couple of years seemed to come down to the age of the vehicles. One fitter ought to be enough, but he appeared to have been taxed by a number of problems because the vehicles were old. That had had an effect on the company's finances. It had been in business for a long time, but it was now running school services and local services. He could not ignore the complaints, as schoolchildren might be endangered by the poor condition of the vehicles. The replacement programme required careful consideration and he hoped that the measures taken would improve the company's cashflow. He would require the submission of accounts for the year ending 1989 before he would consider any application for further vehicles.

licensing & legal

WEEKLY REPORT ON LAW AND THE COACH OPERATOR

By Michael Jewell

Although a medium capacity coach, the MAN 10.180 Algarve displays all the characteristics of full size Caetano bodywork - seen here en-route in Northamptonshire

CAETANO ON RENAISSANCE MAN

Rod Davey tests the MAN 10.180 Caetano Algarve 35 seater and finds a vehicle that marks an important part of the renaissance of the MAN chassis in the UK market.

HAVING already gained 10 orders since Ibstock-based Salvador Caetano UK Ltd opened the books for its new luxury 35-seater, the Caetano Algarve based on the MAN 10.180 8.5-metre chassis looks set to fill a more upmarket gap in the growing market for medium capacity, high quality touring coaches.

Admittedly, a few vehicles on the market at this capacity are cheaper than the MAN/Caetano priced at £67,500 ex-VAT. But here we have a MAN chassis providing a machine suitable for longer distance touring, including continental work with the addition of a toilet, and for the more upmarket private hire segment.

Many operators are presently making the effort to extricate themselves from the treadmill of the lower end of this market, where competitors with older vehicles and lower overheads are able to provide private hire costed at the margin as an addendum to school and works contract work.

Clean coach lines show the vehicle to good advantage, seen here on the two day route at Bolton Abbey in Wharfedale.

Evidence that the smaller capacity market exists is provided with the gradual penetration of luxury Elme bodies on Leyland Swift chassis, accompanied by such bodies as the Reeve Burgess Harrier and lately the Wadham Stringer Winchester Coach. However, I feel sure most of these builders would admit such vehicles exist for different market segments.

While the Elme on Swift is, without argument, capable of handling definitively 'executive' work, I feel the Swift somewhat limits the range. Likewise with both the Harrier and Winchester, with the additional caveat of less upmarket bodywork or trim. All excellent machines, however, for their target markets.

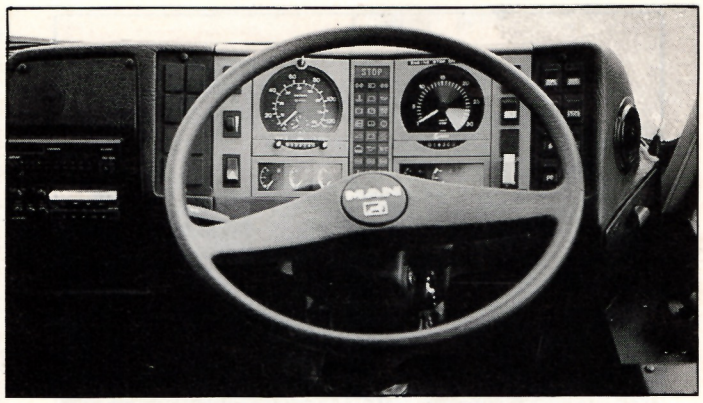
The MAN 10.180/Caetano Algarve scores full marks except, perhaps, for the lack of toilet and/or catering facilities on this prototype. However,

Salvador Caetano UK's Derek Wakefield told me that Shades were currently examining ways of fitting a toilet - with a reduction of seating capacity down to 32 and an additional 'guesstimate' of £2,500 on the ex-VAT price. Such an option would no doubt prove a favourite with operators planning medium capacity continental work or special interest touring contracts.

Build

It is well known throughout the industry that Oporto-based Portuguese builder Salvador Caetano fundamentally changed the Algarve range in 1983, following its successful entry in the UK market as the first continental builder in 1967. This smaller coach is no exception to the cleaner and more dateless lines established earlier this decade.

Although basically a body on chassis, the completed vehicle features a semi-integral frame amidships. Both the steel structure and side panels are treated with anti-corrosion material, and finished paintwork to the customer's specification is completed with up to three colours as standard.



The extremely well-designed fascia is one of the most noteworthy features of the driver's environment.

It has a one-piece laminated front windscreen on this variant, giving a suitable appearance for its 3,250mm height. Its stylish practicality is completed by GRP bumpers with towing eyes - and foglamps following the modern trend, being incorporated into the headlamp housings. Additional features include heated exterior mirrors.

Sides are made up of steel side panels with aluminium skirts. Tinted glazed windows complete the more ordinary side of the specification - but GRP wheeltrims add that additional punch to the vehicle's visual appeal. With the MAN 10.180's engine mounted at the rear, locker space is located in the amidships semi-integrated area - providing a generous 5.97 cubic metres of underfloor luggage capacity.

Not to be confused with the common or garden emergency exit, there is a very wide continental entrance/exit door to the rear offside. Four evenly spaced steps take the passenger on or off the vehicle, and this feature provides the area, forward of the step well, for a rear mounted toilet.

At the rear, routine access to the MAN D 0826 TOH engine is noteworthy, with a hinged rear flap and side access to the nearside radiator installation. Mudflaps are fitted as standard to the rear wheel arches.

Passenger Comfort

On entering the coach through the plug-type entrance door, complete with peage window, the passenger is confronted by an interior with all the ambience and features of a full-size touring coach. There are three evenly spaced steps to the entrance area, a further shallow step to the driver's area and two steps to the sunken aisle.

GRAHAM MARTIN'S
(Bus & Coach Sales)

LEYLAND
1982 LEY[illegible] PLAXTON Supreme, SOLD prepared for MoT.
1981 LEYLAND LEOPARD PLAXTON Supreme, 53 seats, being prepared for MoT.
BEDFORD
1979 BEDFORD YMT Duple Dominant MkII, 53 seats, MoT Dec 89
1975 BEDFORD YRT Duple Dominant, 53 seats, being prepared for MoT.
1975 BEDFORD YRT Duple Dominant, 53 seats.
BRISTOLS
1973 BRISTOL LH, Leyland engine, Plaxton body, 45 seats.
1974 BRIST[illegible] SOLD fitted with 49 retrimm[illegible]eats, MoT Oct '89.
1968 BRISTOL RELL ECW, 53 standard seats.

A large selection of Leyland National service buses, 73/74/75, with good MoTs

FORD
1977 FORD R1114 360 TURBO, Duple Dominant, 53 seats, MoT May 1989.
SERVICE BUSES
NEWLY ARRIVED
LEYLAND NATIONALS, 10.3m, choice of 8.
LEYLAND NATIONALS, still a very good selection of 1976/75/74/73. Some with new MoT. Choice of 5 with 2 doors.
1977 FORD R1014 Plaxton Derwent, 45 seats.
1971 FORD R1014 Plaxton Derwent, 45 seats.
DOUBLE DECKERS
1975 BRISTO[illegible]dner Engine, ECW, 7[illegible] SOLD epared for MoT, ch[illegible]
1974 BRISTOL VRT Gardner Engine, ECW, 74 seats, being prepared for MoT, choice of 2.

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The walls and roof are upholstered in grey cord carpet on this prototype, with the parcel racks trimmed to blend with the side casings. Both the roof centre panel and the undersides of the parcel racks are trimmed with Holdsworth moquette to match the 35 seats - a subdued combination of two shades of grey with an interesting brown, red and orange half chevron design off-centre to the seat backs. Light red curtains to the side windows complement the overall colour co-ordination.

With charcoal marbled lino to the seat floor, the aisle and both front and continental step areas were covered with sponge back rubber with a striking red marble effect. Caetano's construction employs a plywood floor.

The seat configuration is divided between 30 Caetano Fansa recliners and a further five fixed seats on the raised rear plinth. In the addition to the driver's seat there is a fold-up courier seat mounted to the front of the nearside decency screen. Although the seats have a tightish pitch, the Fansa seats were quite comfortable, but legroom was quite tight.

All seats to the gangway are fitted with armrests and seat back ashtrays on the test vehicle, although the standard specification includes magazine nets and seat belts on all exposed seats. Parcel racks, with hardwood edging, contain conduit for individual forced air ventilators and reading lights, which are arranged in the usual fashion above each double seat, as well as speakers mounted on the underside.

Heating and ventilation is provided by a KL system with fully ducted heating the length of the vehicle. Two axial extractor motors are mounted at the rear, together with the usual demister unit at the front. Two large Britax roof hatches complement the forced air ventilation system.

No fewer than seven fluorescent strips line the centre panel at each gangway side, providing ample interior lighting.

Onboard entertainment is provided by a Blaupunkt stereo radio/cassette system - which is fitted and serviced by Autosound of Bradford. Both a driver's flexible stem mike and a courier wander mike broadcast through a Blaupunkt PA system.

Sound quality throughout the two day run was tested to the limit by the neanderthal sounds of fifties' rock n' roll - provided by Salvador Caetano's Alan Page. Reproduction was good and the system appeared to handle everything from Bill Haley's Comets to the relative sophistication of the Teddy Bears.

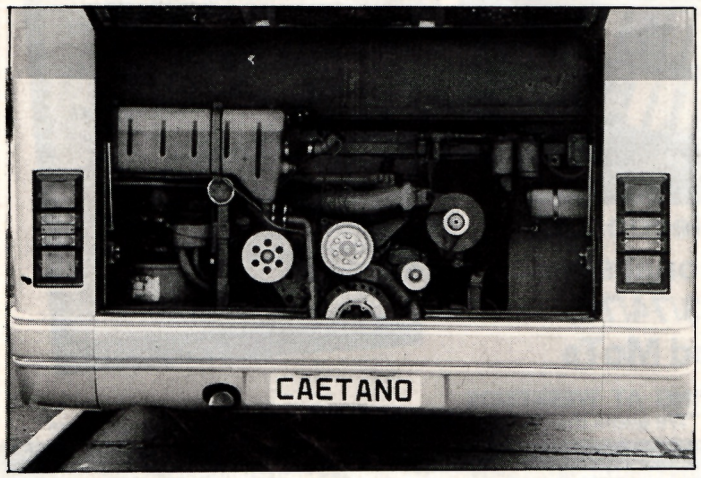
Overall, the passenger environment is to full coach standard, together with the 'moving wallpaper' which is traditionally one of the main joys of travelling on coaches. Passengers not only have an excellent view from the side windows, enhanced by the inward rake, but have an extremely good view through the one-piece laminated windscreen.

This MAN 10,180/Caetano Algarve prototype is no exception to the cleaner and more dateless lines established in the early eighties.

Driver Comfort

Perhaps one of the most noteworthy features of the driver environment is the fascia panel. This is extremely well-designed, its shape forming a concave vee around the steering wheel column - placing the driver in the Isri fully adjustable air-suspended seat in an excellent position to pilot the coach.

Cooled by the two-speed fan, the driver has the ultimate in control and command within the instrumentation array spread before him. There are no less than 27 warning lights nestling in the centre crease - ranging from indicator warning lights, through temperature warnings,



Routine access to the MAN D 0826 TOH turbocharged diesel engine is noteworthy, with a hinged rear flap and side access to the nearside radiator installation.

CAETANO ON RENAISSANCE MAN

Specification:

Vehicle Type: MAN 10.180/ Caetano Algarve 35-seater

Price:

£67,500 ex-VAT.

Dimensions:

Length	8,750mm.
Width	2,430mm.
Height	3,250mm.
Wheelbase	4,220mm.
Rear overhang	2,530mm.
Front overhang	2,000mm.

Weights:

Unladen ..... 7,940kg.
Test weight..... 10,7433.5kg.
(loaded at 2,793.5 for driver, courier and 35 passengers with luggage).
GVW..... 11,500kg
(with improved brake chambers).

Chassis Frame: Pressed U-section main members with bolted-in cross members. Attachments bolted on.

Engine:

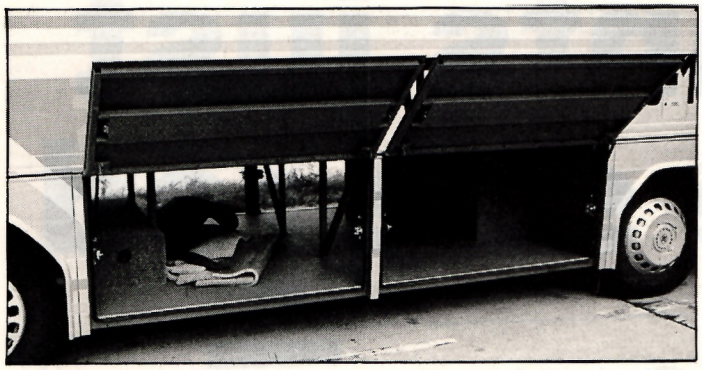
Type ..... MAN D 0826 TOH 6-cylinder in-line turbocharged diesel, mounted vertically at rear.
Swept volume ..... 6,590 cu.cm.
Bore x stroke..... 108mm x 120mm.
Max output ..... 180bhp (132kW) @ 2,600rpm.
Max torque .. 465 lbf.ft (630Nm) @ 1,500rpm.
General ..... Water cooled, low noise. Direct fuel injection. Easily replaceable wet cylinder liners. Thermostatically-controlled cooling system. Radiators at rear left hand side. Hydrostatic fan drive.

Transmission:

Gearbox ..... ZF S 6-36 6-speed manual

Gear	Ratio	Max speed	RPM
1st	7.43	11mph	2,800
2nd	4.32	20mph	2,800
3rd	2.57	33mph	2,800
4th	1.88	45mph	2,800
5th	1.36	60mph	2,800
6th	1.00	70mph	2,400
Reverse	6.67		

RPM @ Speeds in Top



With the MAN 10.180's engine mounted at the rear, locker space is located amidships providing a generous 5.97 cubic metres of luggage space.

to warning lights for seat belts.

To the left, the tachograph surmounts gauges for fuel level and two air circuits, with rocker switches for the hazard warning lights and the master light switch further to the nearside. Controls for the Blaupunkt sound system and PA, together with a useful fascia locker, are situated towards the door.

With an unusual sense of symmetry, the vehicle's rev counter matches the tachograph on the right hand side. The black range goes up to 1200rpm with the green band reaching 2200rpm. A black band separates the top end of the green range from the red band which starts at 2650rpm and ends well above maximum revs of 2800 at 3300rpm.

A further three gauges also continue the symmetry, and are for oil level and engine temperature together with a blank. Beyond the fog light switches and isolation switches are seven rocker switches. Five of these control the various lighting functions, with further switches for mirror heaters and the audible alarm. Further to the right, on the signalling window shelf, are the handbrake, which is an air actuated manual spring with a mechanised release, and the door controls.

Forward visibilty is excellent, with the lower windscreen about a foot beneath the main fascia. However, the external offside mirror is located at eye level causing an obstruction when turning at junctions.

From the Isri driver's seat all controls were easy to hand - and the ZF S 6-36 made changing gear a delight.

However, reverse gear was a little awkward to engage at times - possibly a reflection on the conversion from left hand to right hand drive.

General manouevrability was good, with steering, which was ZF 8097, extremely comfortable and easy. Once reverse gear was engaged, reversing was a piece of cake.

Performance

Although the suspension gave me no cause to suspect the coach would provide a less than comfortable ride for the customer, some country lane work in the Rutland area gave me the feeling that the front supension required a harder setting. But hardening the suspension, provided by two rolling seals and shock absorbers, should not prove to be a major problem.

Ridewise, there was little discernable roll, although for reasons outlined above pitch was excessive on badly surfaced roads. Overall, the vehicle put in a good performance with fairly good road holding.

Generating 180bhp @ 2,600rpm, the turbocharged MAN D 0826 TOH diesel engine had power in reserve to keep the vehicle out of trouble under the conditions of the test. In fact, the vehicle should really be specified with a speed limiter - the top speed limit being reached at the comparitively low revs of 2,400rpm.

Dual circuit pneumatic brakes, together with judicious use of the back pressure exhaust brake, kept the vehicle under control in all situations. The coach slowed down progressively and in line under all conditions for the duration of the test.

The overall figure of 14.29mpg, while impressive given the vehicle's loading of 2,793.5kg, could be improved on. A tidy performance, and the obvious joy of piloting the machine, often meant that Alan Page's driving was a little less economical than mine. I returned a figure of 25.92mpg on the last section between South Yorkshire and Leicester, and estimate that, using my normal driving style, the overall figure could be improved to 16-18mpg.

Verdict

This machine represents an important part of the renaissance of MAN chassis for PSVs in the UK market - a return of this marque which must augur well for the British operator. Especially if MAN service back-up is properly developed for PSVs, rather than given as a mere appendage to its truck network.

Both in terms of serving its market segment, and performance, from the facets of pulling power and fuel economy, must make it the front runner in the medium capacity luxury coach market. And its passenger appeal gives it the proven comfort of its larger Caetano Algarve bedfellows. Coupled with driver comfort and general driveability, I would be very surprised if this MAN/Caetano 8.5 metre did not carve out a sizeable niche for itself in the UK market.

Mainly, I feel the vehicle has arrived at the right time in the market for it to be seriously considered by those operators who wish to exploit the growing potential of the medium capacity but longer range tour market.

30mph ..... 1,100rpm (lowest comfortable speed in top gear).
40mph ..... 1,300rpm.
50mph ..... 1,600rpm.
60mph ..... 2,000rpm.
70mph ..... 2,400rpm (red band starts at 2,650rpm).

Clutch ..... F&S dry single plate, self adjusting, hydraulic.
Diameter ..... 350mm.

Final drive ... Eaton Model 3 hypoid rear axle.
Ratio 3.36:1

Front axle ..... V7-42 L rigid axle.

Steering:

Type ..... ZF 8097 ball and nut power steering with test connection.
Wheel ..... Two-spoke, 500mm dia., adjustable for height and rake.

Brakes:

Type ..... Dual circuit pneumatic.
Front ..... Diaphragm cylinders.
Rear ..... Spring-loaded brake cylinders.
Parking ..... Air actuated manual spring with mechanical release.
General ..... Wedge brakes on front and rear axles, automatic brake shoe adjustment.

Suspension:

Type Full air, with constant entry height and suspension characteristics under all loads.
Front ..... Two rolling seals and two shock absorbers, one level control valve.
Rear ..... Two rolling seals and two shock absorbers, two level control valves.

Compressed Air System:

Compressor ..... Single cylinder with water-cooled head.
Output ..... 230 l/min @ 8 bar back pressure.
Drive ..... Gear driven.
General ..... Pressure governor with valve, cut-out frost device, four test connections, tyre inflator connection, automatic water drain valves on all five tanks.

Electrical:

Starter ..... 24V/4kW (5.4 HP).
Alternator ..... 28V/120.
Batteries ..... 2 x 12V/140Ah.
General ..... Mechanical battery main switch.

Wheels and Tyres:

Type ..... 7 x 8-hole disc wheels.
Rims ..... 6.75 x 19.5.
Tyres ..... 7 x 245/70R 19.5.

Fuel Tank: 150 litre tank on right behind front axle.

Performance:

0-30mph ..... 8 seconds.
0-50mph ..... 13 seconds.
0-70mph ..... 59 seconds.

In top gear:

30-70mph ..... 51 seconds.
50-70mph ..... 37 seconds.

Consumption Test Results:

	Used	Distance	MPG
Leicester to A604 Lolworth	13.5 gallons (61.42 litres)	190.2 miles (306.1 km)	14.08
A604 to M1 Wooley Edge	14.09 gallons (64.09 litres)	172.06 miles (276.9 km)	12.21
M1 to M61 Anderton (Kenning)	8.02 gallons (36.46 litres)	97.49 miles (156.9 km)	12.15
M61 to Kirkby's A57	7.18 gallons (33.13 litres)	89.6 miles (144.2 km)	12.48
A57 to Leicester	4.7 gallons (21.37 litres)	121.85 miles (196.1 km)	25.92
OVERALL	47.6 gallons (216.47 litres)	609.08 miles (980.2 km)	14.29

Rural grants just make me see red

SIR – I find it very irritating to keep reading articles (Coachmart issue 550) from the Rural Development Commission purporting that no one is interested in claiming their grants.

My full time occupation is outside the bus industry now, but I obtained my CPC and subsequently 'O' licence purely to supply a week-end local service over routes which none of the larger companies have shown interest in for 12 plus years.

I started the services but found I needed to drastically cut mileage although passenger numbers were good over parts of the routes.

I stopped the services after 6 months as the high mileage made the services barely viable.

After re-assessing the needs and modifying mileage plus an innovative late night service, I applied to the RDC for a moderate grant. After several months of completing application forms and writing numerous letters, an offer was made to consider a payment of £1336 (being the sum total of capital and revenue grants). I wrote accepting the offer, but heard nothing further from the RDC until I phoned them several weeks later. I was informed that it had been considered but it had been decided as an unviable project.

The services only needed to supply a very modest return, as it was being provided more for community purposes rather than profit. The service would have been viable. I informed my potential passengers of the position and although they were unhappy about the situation accepted that I could not be expected to use all my limited resources in resurrecting the services.

I should mention that none of the Parish, District or County Councils could or would assist.

If other applicants for grants from the RDC have had similar problems it is no wonder that the RDC are successful in proving to the government that grants are not needed. I have a feeling that if I had asked for a grant for a new bus on the services I may well have got it, then the services certainly wouldn't have been viable, and the RDC would have lost far more than £1336 on the re-sale.

I must admit in closing, I was warned by a local operator of the treatment I would inevitably get from the RDC, how right he was!

G F Brown
Fenland Witch Bus Services
Somersham
Cambs

NEWS

Operators miss £1 million payout

COACH and bus operators are missing out on new business opportunities in the English countryside, says the Rural Development Commission.

In a 20-page booklet entitled "Opportunities in Rural Transport", the Commission contends that public service vehicle and taxi operators are ignoring ways in which new country services could help them to expand their businesses.

The booklet contains a breakdown of the current rural transport situation and describes the various new service options that have become available since transport deregulation in 1985.

A £1 million fund has been set aside by the Commission to provide grants for new rural services. Cash from it can be provided to meet half the cost of any additional vehicles needed to operate a new service and for any supplementary expenses such as printing timetables and publicity.

Peter Roberts, head of the Commission's rural transport services, said: 'We've £1 million worth of grants going begging and there is plenty of other help available for new and established operators.'

The new booklet explained how they worked and should be essential reading for anyone looking for new business opportunities, he added.

In addition to cash help, there was a transitional rural bus grant and a fuel-duty rebate which, when combined, could dramatically reduce operating costs.

This, Roberts said, could open up routes and services which might otherwise have been considered marginal.

In recent years, the Rural Development Commission has been lending its weight to the campaign for better rural transport. It now employs a team of experienced transport consultants who are available, at heavily-subsidised rates, to help operators launch new services and handle any associated red tape.

The new booklet is available free from the Rural Development Commission 141 Castle Street, Salisbury, Wilts SP1 3TP.

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Off Piste

SIR – We have a simple attitude to ski companies and other cut price tour company work (Yorks Coaches, 17.8.89).

A coach can lose money standing in the yard without going all over Europe to do so. It won't break down and your drivers are not under pressure to infringe the drivers hours regulations.

T R Cecil
Director
Buffalo Travel
Flitwick
Beds

Minister welcomes Coachmart's views

SIR – Thank you for your letter of 4 August to the Secretary of State, drawing attention to the open letter in Coachmart.

Mr Parkinson is looking forward to dealing with the subjects mentioned in the letter, and welcomes the comments and views of your readers on these important issues.

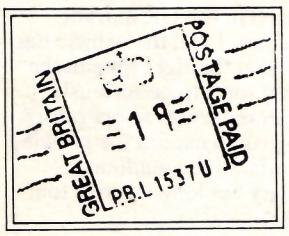
The Secretary of State recognises the importance of the coach and PSV industry to the economy and also to people's daily lives, and would like to assure your readers that he will take an active interest in the views expressed in your magazine.

B M Mason
Department of Transport
London

Citylink promises operators more work

SIR – Might I say that your editorial (Coachmart, August 10), particularly the tail end of it, is very much "on the nail"? Hopefully we won't see a doubling of all services between England and Scotland, but there will indeed be more work available and the signs are already that many operators on both sides of the border see us as the "contractors' friend" – at least compared with our notable rivals.

A P Howes
Managing Director
Scottish Citylink
Glasgow



Send your letters to: The Editor, Coachmart, EMAP Response Publishing Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS

APPOINTMENTS

VACANCIES WITHIN THE INDUSTRY

FORDS TRAVEL OF CORNWALL
TRANSPORT MANAGER

Long established family-run business with 20 modern vehicles and premises involved in all aspects of coaching from extensive continental touring to contracts and stage service, require enthusiastic person to take over the day-to-day operations of vehicle/driver allocations, routing, maintenance records and all relevant documentation required both legally and in house.

Evening and weekend duties with some relief driving are involved. Current PSV licence and experience in Continental and UK operations essential.

Salary subject to previous experience and qualifications.

Apply in own handwriting to:

Mr A Ford
Ford Travel
Rylands Garage
Gunnislake Cornwall PL18 9HW

APPLICATIONS TO BE RECEIVED BY SEPTEMBER 15TH 1989.

(30664/SV)

OPERATIONS MANAGER

We are a family-run business, with 17 vehicles employed on mixed operations. Due to continued expansion we are looking for someone who enjoys work in a friendly, but often demanding environment and who can continue to operate efficiently when under pressure. Previous experience of the coach industry and a CPC/PSV licence would be an advantage.

You will be required to be on duty and/or call at weekends on a shared roster basis and you must be committed to providing a high standard of service.

Main duties will involve negotiating and contracting of our services to existing and new clients, organising vehicle movements, scheduling, tachograph records and relief driving.

Applications in writing with CV and details of current salary and benefits should be sent to:

Whyte's Coach Tours
Scotstown Road, Newmachar, Aberdeen
AB5 0PP.

(all applications treated in strictest confidence)

(30614/SV)

SITUATION VACANT?

Reach the people you require through Coachmart

Call Debbie on (0733) 63100

Drivers, Management, Sales Representatives, Engineers, Fitters, Traffic Controllers

APPOINTMENTS ... APPOINTMENTS ...

COACHES WELCOME

CORNWALL

HEADLAND HOTEL

Cliffe Road, Perranporth
CORNWALL

7, 14 and 21 October weeks available, also bookings for 1990 being taken.

Situated 9 miles South of Newquay on a cliff top overlooking 3 miles of beach.

* 30 Bedrooms many ensuite. * Magnificent scenic coastal view. * Complimentary tea and coffee making facilities. * Entertainment. * Very spacious dining room and lounges. * Licensed Bar. * Varied choice of menu.

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Reservations:- 0872 573222

RAC ETB ♔ ♔ ♔ AA (30318/HO/50)

NEWQUAY
SILVERDALE HOTEL
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Centrally situated with ample parking. All rooms tea making, most en suite, licensed bar, colour TV, lounge. Excellent food and accommodation.

Coach party vacancies for October, special reductions for OAPs. Also now accepting bookings for 1990.

Tel: (0637) 873358

(30621/HO/52)

NEWQUAY
MINERVA HOTEL

Family-run hotel only yards from beach and town. TV all rooms. Bar, tea making facs. Central heating. Some en suite.

Bookings and enquiries welcomed for 1990.

Tel. (0637) 873439

(30425/HO/50)

SCOTLAND

1900
BOOKINGS
Under New Management

DUNDARACH HOTEL, PITLOCHRY

30 bedrooms en suite, totally refurbished, tea making facilities, telephones, colour TVs, centrally heated throughout, within walking distance of the Festival Theatre and town centre.

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THE BIRNAM HOTEL, DUNKELD

30 bedrooms en suite (totally refurbished 1987), tea making, telephones, colour TV, centrally heated throughout, lift to all floors, baronial dining/ballroom for 150.

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Coach lunches welcome at both hotels

Our position makes us an ideal centre for a week's stay in the Perthshire Highlands.

SMAILE FAMILY HOTELS

where a warm welcome awaits you

(29181/HO)

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● Coffee Shop ●
● Confectionery Shop ●
● Licensed Restaurant ●
● Home Baking ●
● Bookings in advance required ●

Seating for 200 people

(30620/HO//52)

Up-to-date information available in *"Coaches Welcome"* every week.

THE QUEENS HOTEL
Cullen, East Lothian

Some 1989 vacances still available, also bookings for 1990 now being taken.

★ 18 miles from Edinburgh
★ 35 bedrooms, 16 with private facilities
★ Tea/coffee makers in rooms
★ Nine golf courses within 10 miles.

(299491/HO)

Coach parties welcome

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COACHES WELCOME

COACHES WELCOME

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Grand Promenade, Llandudno
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Available August and October from £80

● Superb seafront position ● Two minutes pier, principal entertainment and shops.
● Sun verandah with beautiful views of the 'Ormes' and mountain scenery
● Central heating throughout ● Residents bar ● Lift ● TV lounge ● Varied menus
● Some bedrooms with private facilities ● Tea/coffee making facilities in all bedrooms

Coaches and Parties welcome (29318/HO/44)

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Vacancies for 15-17 Sept, 22-24 Sept, 29 Sept-1 Oct, Friday to Sunday. £45 basic or £50 en suite. Party nights plus free place for bus driver/organiser.

Few vacancies for illuminations weekends and October mid week Monday-Friday. Open all year.
Now taking 1990 bookings

Tel: 0253 46529 (30362/HO)

Welcome to the
BELGRAVE HOTEL
Tenby

45 bedrooms, lift, parking, good food, entertainment, tea/coffee facilities and colour TV in all bedrooms. Superb position overlooking the South beach and Caldey Island.
VACANCIES half board
Weekends or midweek
Sept **£16 per night.** October 4 nights **£58.** 5 nights **£68.**
For brochure and details
Tel. Tenby (0834) 2377 or 2626 and ask for Malcolm Thomas
Ring now for 1990. 23894/HO

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The Royal Hotel can comfortably accommodate full coach parties for weekends, midweek and full weekly booking at **very competitive rates.**

We **guarantee** a great time, **passenger lift,** tea making etc, and **DRIVER FREE.**

For further details please ring

0754 3663

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★ 26 bedrooms, many en suite.
★ Tea-making facilities in all rooms.
★ TV lounge.
★ Very large dining room.
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★ Excellent atmosphere.
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40 or over, driver stays free **50 or over, 1 extra stays free**

Book your 1990 Holiday now, on: (30755/HO/52)

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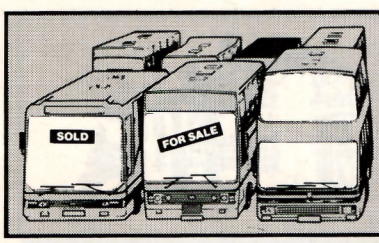
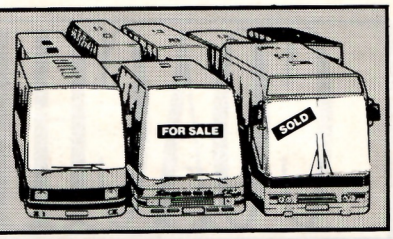


Coachmart Classified

The marketplace of the industry 0733 63100



Bookings call: Debbie, Paul, Sue, Vicki. Tel. 0733 63100. Deadlines: Bookings – Tuesday 1pm for Thursday. Alterations and Cancellations: Monday 11am for Thursday

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40 reclining seats, 2 tables, toilets, coffee/tea machine, fridge, power door, radio/cassette/pa, full continental air conditioning with Ford diesel engine, 11 months MoT, taxed, resprayed. Must be seen.

£15,500 ono

Tel. 021 355 6862 or 021 382 3333

(30571/AEC/51)

S REG 53 SEATER, AEC

Semi-auto, MoT November, express doors, reconditioned engine, gearbox and axle.

£12,500

Telephone: (0795) 660269

(30545/AEC/51)

J REG AEC 760 PLAXTON ELITE 53, tested Nov '89, **£1,595 ono. Tel. (021) 355 6862 or (021) 382 3333.** (30570/AEC/51)

1976 AEC 760 Supreme III, 57 seats, Telma, power door, side lockers, radio cassette, retrimmed '88, MoT Jan '90, good condition, **£6,500 ono. Tel. 0376 28572. (Essex).** (30624/AEC/52)

BEDFORD

1979 BEDFORD REEBUR

17 seater, good condition, tax, 12 months MoT.

£3,500 + VAT

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(30526/BE)

Selection of BEDFORD and VOLVOS for sale

1976-1988

All with current MoTs

Most have been retrimmed

Paul Burton Coaches
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1980 BEDFORD YMT Plaxton Supreme body, 53 seater, tested August 90 **£9,500**

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All in good condition for year

Part exchange taken.

0974 298546 (day)
0974 298478 (evening)

(30708/BE/52)

1980 (W) BEDFORD PJK, 29 seater, tested March '90 **£7,500 + VAT Tel. (0234) 59763.** (30701/BE)

BEDFORD 53 SEATER YMT DOMINANT II 1978 Good condition, MoT until end January 1990. **£4,750 ono plus VAT. Tel. 08675 3914.** (30699/BE)

1984 BEDFORD YNT

12m, 53 recliners plus courier, Webasto, tinted windows, Wrights contour, mint condition, tested to May '90.

£25,500 + VAT

Tel. (0226) 753903 or (0226) 757983 (evenings)

(30510/BE/51)

1984 BEDFORD YNT LASER 2

51 seater coach, 1 owner, white/blue/black, power door, side lockers, radio/PA, MoT June 1990.

£25,500 ono + VAT

Les Bywater & Sons Ltd

Telephone: (0706) 48573

(30539/BE/51)

1987 D REG BEDFORD YMPS

31 seater plus courier, Plaxton Paramount 2 star, MoT and taxed March 1990, low mileage.

£42,850 + VAT

Tel. Bell's Luxury Coaches 0980 862322

(30556/BE/51)

ISLE OF MAN COACHES. END OF SEASON SALE. Choice of 2, 1979 Bedford YMT 53 seaters, very clean with tachos, ideal for schools, contracts etc. Both coaches **arrive in Morecambe Sat 26/8/89. Tel. Ian Bleers on 0524 53592.** (30575/BE/51)

X REG

BEDFORD YNT 500 TURBO

53 seats, Dominant IV, radio/PA, air door, tickets March and November, offered at

£15,000

Also contract vehicles with new tickets

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(30749/BE)

1978 BEDFORD PJK DOMINANT

29 seater, good condition, red interior, engine overhauled 12,500 miles, MoT April '90.

£6,500 + VAT

Tel. Mr C J Down on (082281) 242, Devon

(30681/BE/51)

1979 BEDFORD

YMT Plaxton, 53 seater, power door etc, MoT June '90, choice of two.

£6,500 ono + VAT

Tel. (0623) 756498 day (0602) 640300 evening

(30625/BE/52)

1978 BEDFORD DOM II, 45 seats, MoT April '90, power door, wheel trims, radio/pa/cass, excellent cond, very clean inside and out, **£6,250 ono. Goodwins, Braintree. Tel. 0376 21096.** (30697/BE)

1984 PARAMOUNT, 53 seats, power door, moquette to roof and sides, ZF gearbox, new test, good condition inside and out. **£27,500 + VAT. Tel. 0904 488603.** (30548/BE)

1980 29 SEATER SUPREME, fully refurbished exterior to choice, new test in Sept, "very fresh", **£10,000. Tel. 091 377 1802.** (30733/BE)

1984 A REG BEDFORD YNT PARAMOUNT, 53 seats, MoT March '90, side locker, soft trim to roof, power door, wheel trims, radio/pa system, very tidy. **£30,500 ono. Tel. 0948 840228.** (30726/BE)

DUPLE YMT, 1976, MoT March '90, 53 seats, **£3,500. MOSELEY YMT,** 1977, MoT Dec '89, **£2,600** or the pair for **£5.500. Tel. 0222 884648.** (30722/BE/52)

1983 YNT DUPLE 53 DOM II, double glazed, power door, radio, pa, vg condition, MoT 24/1/90. **£19,000 ono. Hornsby Travel, Scunthorpe. Tel. 0724 282255.** (30776/BE/52)

1981 BEDFORD YNT TURBO, 53 seats, tinted windows, automatic chassis lubrication, curtains, power door, Bristol dome, side lockers, 12 months MoT. **Tel. 04884 438 day, 048857 107 evenings.** (30685/BE/51)

1971 YRQ DUPLE VICEROY, 45 seats, new clutch, tested September 1990, good condition for year, **£1,400 + VAT. Purple Motors, Bethesda, Gwynedd, North Wales. Tel. 0248 600207.** (30557/BE/51)

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1983 EUROPA, new engine, gearbox, 53 recliners, **£26,500 + VAT. Tel. Wilts 0249 443904.** (30551/BV)

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Plaxton 35 seater, power steering and power door, curtains etc, MoT June '90, vgc.

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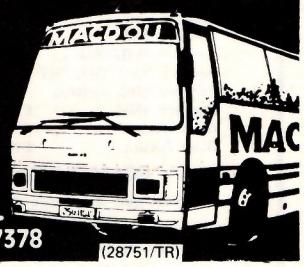

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TRANSPORT ACT 1985

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If you are interested in receiving future tender invitations, and you are not already on our list, please contact:

THE COUNTY ENGINEER
(PUBLIC TRANSPORT)
GWENT COUNTY COUNCIL
COUNTY HALL
CWMBRAN
GWENT NP44 2XN
TELEPHONE: CWMBRAN (0633) 832479

Please note that inclusion on this list does not cover contracts specifically for the conveyance of schoolchildren for which separate arrangements are made by the Director of Education.

Details of previous tender decisions are available on request and will be sent automatically to operators receiving general invitations to tender.

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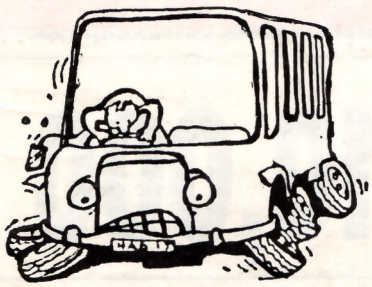

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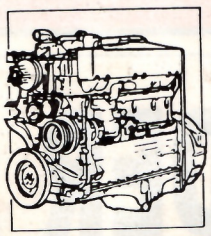

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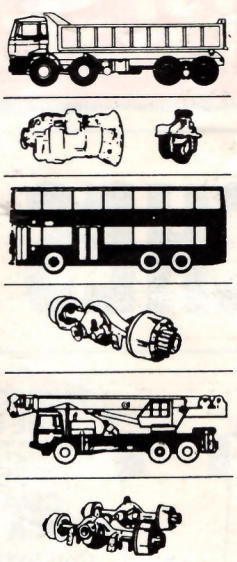

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Size	Year	Plate	MoT	Chassis	Body Type	Extras
1x12	1981	W	New	Mercedes	Mercedes 207	Radio/Cassette/P.A.
1x21	1985	C	Dec '89	Mercedes	Mercedes 608	Radio/Cassette/P.A., Forced Air Ventilation, Large Boot.
1x25	1982	X	New	Ford	Moseley	Radio/Cassette/P.A., Boot, Electric jack-knife doors
1x32E	1984	B	Feb '90	Bedford	Contour	Radio/Cassette/P.A., Telephone, Toilet H&C Drinks, Full Servery, Fridge, Two TV's, Video, 6 tables.
1x51R	1988	F	Nov '89	Dennis Jav	Paramount	Radio/Cassette/P.A., C.B., Telephone, Sunken toilet, H&C Drinks, TV, Video, Rec-liners, Centre Carpet, Continental Door.
1x55	1970	Pvt	July '90	A.E.C.	Elite	Radio/P.A., £6,500 conversion by Plaxtons to Mark IV spec. & new centre aisle rubber.
1x68	1983	Pvt	April '90	D.A.F.	Jonkheere	55 top deck, 13 centre bottom, Toilet, H&C Drinks, C.B., 3 TV's, Video, Radio/Cassette/ P.A., Fridge, Courier seat, 2nd driver's seat, full crew quarters, with cassette and radio. Reclining seats, Telephone.
1x72	1985	B	Dec '89	Cummins	M.C.W.	55 top deck, 17 below, crew seat, toilet, servery, H&C Drinks, reclining seats, 4 TV's, Video, Radio/Cassette/P.A. (30724/UN/52)

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Alizee, 48 seater, full spec.

£29,000

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Paramount 3500, 49 seater, full spec.

£46,000

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DAF MB200 DKFL PARAMOUNT 3500

A Reg, 49 recliners, toilet, video, Nomad, Webasto, double glazing, MoT June '90, good clean condition, **£47,800.**

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1977 BRISTOL LH SUPREMES, 41 seats, test applied for, choice of 2.

1977 LEYLAND LEP DOM II, 49 seats, tested, choice of 3

1974 LEYLAND LEP, private plates, Plaxton, test applied for

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1972 PRIVATE PLATES AEC 760, Plaxton, 12 metre, 53 recliners, supreme 4 front and side trim, good condition, test until 4.4.90 ...£3,950

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1982 TIGER 218 PLAXTON SUPREME 5, 49r, wc, TV/video, **£29,000.**

1979 LEYLAND PLAXTON SUPREME, 49 retrimmed seats, **£16,000.**

1980 LEOPARD PLAXTON SUPREME, 57 seats, **£20,000.**

1979 AEC 760 PLAXTON SUPREME EXPRESS, 53 retrimmed seats, **£11,500.**

1979 AEC 760 PLAXTON SUPREME EXPRESS, 53 seats, **£10,200.**

1980 LEOPARD PLAXTON SUPREME, 38 seats, wc, TV/video, tea/coffee facilities, 3 tables, **£23,000.**

1986 SHERPA M2M, 16 seater, **£7,500.**

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(30613/UN/52)

1982 VOLVO B10M PLAXTON SUPREME V 6T, 50 recliners, courier seat, TV/video, Telma, air door. In first class condition. **£37,500 ono**

1981 'W' Reg FORD PLAXTON, 53 remoquetted seats, new rubber to floor, Telma, radio/PA, air door. **£12,500 ono**

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0952 452124 after hours

(30488/UN/50)

1988 DAF SB3000 Auto Van Hool Alizee H, 49 recliners, demountable toilet, TV, video, drinks machine.

1986 MERCEDES 0303, 49 recliners, toilet, video, drinks machine, fridge.

1985 DAF MB200 LAG Galaxy, 49/51 recliners, demountable toilet, video, drinks machine.

1984 DAF SB2300 Plaxton Paramount, 49/53 recliners, demountable toilet.

Telephone (07683) 51424

(30617/UN)

1988 (E) TIGER PLAXTON DERWENT, 54 + 24 bus, MoT 19/4/90, **£54,500 ono.**

1981 (W) LEOPARD PLAXTON SUPREME IV EXPRESS, 46 Chapman recliners, new test, **£18,500 ono.**

1974 (M) LEOPARD (10 metres), Plaxton Elite, 45 seats, power steering etc, POD tested 3/12/89, **£5,500 ono.**

1972 (K) AEC PLAXTON ELITE EXPRESS 51 seater, tested 26/4/90, **£2,500 ono.**

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1979 Bedford Duple, 53 seater coach, MoT December 1989.

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BEDFORD YMT, 53 seats, Plaxton Supreme, 1977, MoT 7/90, well maintained, excellent condition. **£7,500 + VAT.**

BEDFORD YMT, 57 seats, Duple service bus, 1980, MoT 3/90, excellent condition. **£11,000 + VAT.**

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FORD PLAXTON SUPREME, 1978, fitted JAK brake, radio/PA/tape, side lockers, MoT to Dec '90.....**£6,500**

1976 BEDFORD PLAXTON, YMT 500, 53 seater, fitted express door, MoT May '90, very clean coach.....**£4,250**

(30710/UN/52)

Tel: 01 363 6727
or Mobile: 0836 294590

1984 (A) WARD DALESMAN, Perkins V8T, Van Hool Alizee H, 53R, TV & V, Ferry lift, all air, taxed and tested **£40,000.**

1983 (Y) WARD DALESMAN, Perkins V8T, 53S, Paramount 3200, wired for TV/V, taxed and tested **£23,000.**

1978 R1114, 53s, recon engine, **£2,000**

1975 R1114, 53s, recon engine, rough body and seats, no test. **£1,000.**

1974 (M) BEDFORD, 29s, PJK, good runner, no test, **£1,500.**

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1983 A MERCEDES 608D, Reeve Burgess, (19), curtains, MoT July 1990, **£11,500.**

1982 FORD TRANSIT DIESEL PSV (12). **£3,500.**

1981 BEDFORD YMQ'S 500 fully automatic service bus, 33 moquette seats + 8 standees, MoT June 1990, power doors **£9,850.**

1978 FORD R1114 DUPLE DOMINANT 11, (53), MoT March '90, clean. **£5,950.**

1977 'S' BEDFORD CF DIESEL, ZF 5 speed, Reebur (17), MoT Sept.

1976 (R) BEDFORD YMT PLAXTON SUPREME, (53), MoT July 1990, very clean. **£5,250.**

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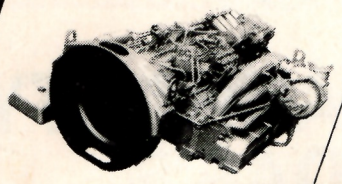

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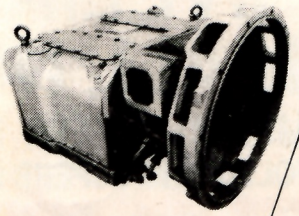

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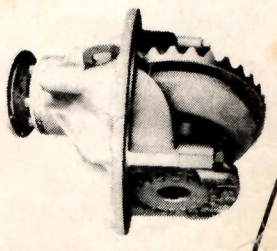

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1986 DAF SB2300 JONCKHEERE 599 EXECUTIVE, 51 recliners, curtains, carpet to centre isle, double glazed, fridge, hot drinks machine, drivers bunk, centre continental door and steps, centre sunken, toilet, courier seat, radio PA and tape, video, finished in white with Autumn tint interior.

1985 NEOPLAN JETLINER, 49 recliners, radio, PA & tape, video, 2 monitors, blinds, power door, centre sunken toilet, courier seat, Klix coffee machine, fridge, side lockers and soft trim.

1984 DAF SB2300 LAG GALAXY, 49 recliners, radio, PA/tape, TV/video, carpets, curtains, tinted glass, single glazing, Webasto, power door, toilet, coffee machine and drivers bunk.

1984 DAF MB DUPLE CARIBBEAN I, 50 recliners, ZF splitter gearbox, radio, PA/tape, tinted glass, power door, continental door, courier seat, side lockers and moquette to roof.

1984 SETRA S228DT, 74 seater, radio, pa, tape, TV, video, tables, carpets, curtains, tinted glass, Webasto, power door, continental door, water heater, courier seat, fridge, intercom, side lockers and soft trim.

1983 FORD PLAXTON 3200, 53 seats, radio PA and tape, video, curtains, power door, soft trim.

1983 DAF MB200 LAG GALAXY, 49 recliners, radio PA and tape, TV and video, curtains, tinted glass, power door, rear toilet, courier seat, coffee machine, side lockers and moquette to roof.

1982 MAN SR280, 57 fixed seats, Volth automatic gearbox, radio, PA & tape, tinted glass, Webasto, power door, rear continental door, side lockers and soft trim.

1979 BEDFORD YMT (Turbo engine fitted) SUPREME IV, radio, 53 seats, finished in red.

1979 FORD PLAXTON SUPREME IV, 53 seats, power door.

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1988 E SB-DHS DUPLE 340 SL	57R
1987 D MB230 DUPLE 320 SL	57R
1987 D SB-DHS DUPLE 340 SL	53/57R + TOILET
1987 D SB-DHS PLAXTON 3500**	53R
1987 D MB230 DUPLE 340	53R
1986 D SB-DHTD PARAMOUNT 3200 LOW DRIVER	55'E' TYPE
1986 C MB 230 CARIBBEAN 11	49R + TOILET
1984 B SB-DHS JONCKHEERE P50	51R + TOILET
1981 W MB 200 PLAXTON SUPREME IV	53R

VOLVO

1987 D B10M PARAMOUNT 3500****	49/53R + TOILET
1983 - B10M PARAMOUNT 3500	49R + TOILET
1982 X B58 DUPLE DOM IV	53R

AEC

1979 T 760 DUPLE DOMINANT II	53

BOVA

1985 C FUTURA HI-LINE EXEC	49R + TOILET + AIR CONDITIONING
1984 B CALYPSO	53 'E' TYPE
1984 A FUTURA HI-LINE EXEC	49R + TOILET

LEYLAND

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1982 X TIGER PLAXTON SUPREME V EXPRESS	53
1981 W LEOPARD ZF PLAXTON SUPREME IV	48R +5
1976 P LEOPARD DUPLE DOMINANT	53

BEDFORD

1983 Y CF PARFIO	12
1981 W YMT DOMINANT 11	53
1980 V PJK PLAXTON SUPREME	29
1977 S YMT VAN HOOL	53
1975 N YRQ PLAXTON	45

FORD

1981 W R1114 DUPLE DOMINANT III	53
1980 W R1114 PLAXTON SUPREME IV	53

BRISTOL

1978 S LHS PLAXTON SUPREME	35

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